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Lightweight Towed Howitzer Demonstrator

Final Report

Volume D3 - Part I

Structural Analysis of System

April 1987



Contract Number DAAA21-86-C-0047

FMC CORPORATION
Northern Ordnance Division
4800 East River Road
Minneapolis, Minnesota 55421

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20. ABSTRACT (Continue on reverse side if necessary and identify by block number)			

The LTHD (Lightweight Towed Howitzer Demonstrator) was to be a 9,000 lb equivalent to the M198, transportable via Blackhawk helicopter, with reduced emplacement time using fewer personnel. The FMC design achieved weight reduction via a mortar-like configuration, composites structure, and hydraulic actuators. Recovery of power from the recoil system, in turn, facilitated crew reduction via hydraulic emplacement, four-way joystick tube lay, and power ramming. FMC completed Concept Development (Ph I) and two-thirds of Detailed Design (Ph II) prior to funds running out.

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STRUCTURAL ANALYSIS OF SYSTEM

PART NUMBER(S):

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DESCRIPTION:

STRUCTURAL ANALYSIS OF SYSTEM

STATUS:

The howitzer system consists of several major structural elements including the gimbal, platform, spade, trails, gun tube, and cradle. Also included are the major interconnections that tie the major structures together.

The goal of the structural analysis was to predict the forces exerted on the major components for the dynamic firing forces of recoil and rifling torque. This information would be employed by the component designers. Therefore, it was important that the dynamics of the structure be modeled correctly. Secondary goals were to predict approximate stresses and the important deflections (e.g. barrel recoil and lift, trail lift, etc.) The model should be formulated so that it may serve as an iterative tool that could be changed easily to reflect design changes or alternative designs.

The analysis was done for proof (limit) load cases which consisted of a simultaneous recoil (79,000#) and rifling torque (42,000 ft-#) loads. These were transient (dynamic) input as forces vs time. A static case was also processed to check the validity of the transient cases and to determine the amplification/deamplification effects. Transportation loads were not considered. Since it was not obvious which orientation was most severe, the model was processed for four orientations consisting of 0° and 72° elevation and 0° and 22.5° traverse. The structural analysis was conducted at CEL. This ANSYS model soon became too large and unwieldly to support design iterations. NOD's function was to provide input to the analysis and to audit modeling and results techniques. In all, four transient and one static cases were processed. A log of reports and memos is given on D3/I/100 pg 5].

The finite element model description will be limited to major items. These include:

1. The model represents the howitzer geometry as was true of the October - November time frame.

AUTHOR:

Larry Libhardt

- 2. The ANSYS FEM model includes:
  - a. Platform (quite detailed)
  - b. Gimbal (quite detailed)
  - c. Spade (quite detailed)
  - d. Trail (approximate)
  - e. Cradle (very approximate)
  - f. Barrel (approximate)
  - g. Cables approximate)
  - h. Interconnections (approximate)

These are represented by a few thousand plate and beam elements. Major inertia affects are modeled as mass elements.

- 3. Rifling torque was input equally to the barrel at both front and rear manifolds locations. Recoil force was applied to the front manifold location only.
- 4. Total model weight was about 8,100# (a little low). Rotational inertia effects were also included but are probably low also.
- 5. The model was restrained at the spade rigidly (to represent "hard" soil conditions). Soft springs were attached to the front of the trails to give stability.
- 6. Numerous geometry plots are contained in the memos. Particularly relevant memos for geometry and assumption information are:
  - a. The Dec. 19, 1986 memo. [D3/I/130]
  - b. The Dec. 22, 1986 memo. [D3/I/140]
  - c. The Jan. 7, 1987 memo. [D3/I/180]
- 7. The model was good for predicting dynamic stresses in the gimbal and platform and key deflections. It was less useful for other information required (e.g. forces on major components). It is necessary to select time(s) to predict stresses.

Results of the analysis are numerous and include:

- 1. Von Mises stress plots of the platform, gimbal and spade (at a particular time).
- 2. Displacement of key locations (as a function of time).

The reader should review the major reports for details of results. A report exists for each of the four transient analyses and the static analysis. There is also a summary of results for the four

orientations in the January 26, 1987 memo [D3/II/200]. The results indicate that stress levels and deflections appear reasonable for the design. Unfortunately forces for the major components were not obtained. The static analysis verified the dynamic analyses and indicated that deamplification was occurring (i.e. dynamic stress less than static stress).

Further analysis was planned to update the model to the latest configuration and to process for the worst orientation (22.5 traverse and 72° elevation). The trails, cradle and platform/gimbal interface would require the most model updating.

X

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### LOG - ORTLOFF REPORTS/MEMOS - LTHD

	DATE	TITLE	FIGURES
A	10-3-86	Summary of Progress	None
1	11-25-86	Static-Comp. Cradle-proof load	1-81
2	12-8-86	Static-Comp. Cradle-proof load	82-143
3	12-16-86	Element-Node-Comp Cradle	144-192
4	12-17-86	Stress in Plat + Gimbal Dynamic 0° - 0°	193-272
4A	12-19-86	Progress Report: 12-5 to 12-18	None
5	12-22-86	Request for Infor: Description of FEM - Thermal + Moisture Loads	264A-269
6	12-29-86	Stress for 0° - 72°	270 - 384
6A	12-29-86	Progress Report to 12-28	None
7	12-30-86	Response to Color Graphic	Misc
8	1-7-87	Delivery of Requested Material	Misc
9	1-8-87	Stress/Stability 22.5 - 0°	385-466
10	1-14-87	Est. of Thermal Expansion-Cradle	467-496
11	1-26-87	Stress/Stability 22.5 - 72°	497-601
12	1-28-87	Remaining Tasks	None
13	2-12-87	Static Analysis (22.5° and 72°)	602-623

CEL MEMO: OCTOBER 3, 1986

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### ☐ Central Engineering Laboratories Santa Clara

10/21/86

Interoffice

R. Rathe 10

Date October 3, 1986

C. R. Ortloff

cc J. Alexander

A. Amberg B. Anderson

Subject

J. Ries

SUMMARY OF CEL/NORTHERN ORDNANCE PROGRESS ON THE LVHD PHASE II LVHD PROJECT

E. Thuse

B. Zierwick

P. Carroll

This memo summarizes the phone conversation (CRO to RR) made on 10/5, and incorporates additional "state of the LWHD" commentary:

- A P.O. has been issued for the initial \$20K of AM analysis work; a follow-on P.O. for the full amount is to be issued shortly. A P.O. for CEL materials work will be issued separately to MEL in C.C. Chen's name. The total to CEL is on the order of \$165K.
  - The CEL FE model has been modified to resemble closely the NOD scale model. Because no final detailed drawings of any LWHD part have been received to date, calculations are proceeding with the "best available" configuration represented by the scale model. These calculations have to date uncovered high dynamic stress areas which give insight into the types of materials that must be used in certain zones of the LVHD. Because the FE model is evolving (as unnecessary weight is pared away from the structure and the stress consequences examined) it is providing insight into how to create a composite structure that meets weight and strength requirements under dynamic loading conditions. Some of these recommendations have already worked themselves into modifications of the NOD design (viz., the aluminum platform base plate segment) while other suggestions are being considered for incorporation. Since the original aluminum honeycomb core area of the platform is viewed negatively by ARDEC and is a "last resort" construction method for the lower platform, it is hoped that some of the suggestions made at the last CEL/NOD meeting (sketches left with B. Zierwick) as to how to construct the lower to upper platform region will be incorporated into the next design iteration. These "suggestions" are backed up by many hours of FE calculations to prove their worth in creating a safe, weight efficient structural design.

CRO/01/861003

- Since the NOD version of the LWHD is based on 0 functionality, some modification of the model should be anticipated as the weight/stress considerations assume a greater role. At present, I have an 1,800 lbf requirement for the structure (excepting the slide tube); the present FE model (for the same parts) shows a weight of 2,300 lbf with safe stress levels. This weight can be reduced somewhat with further design iterations. In short, the CEL and NOD designs are close, and as the CEL design recommendations are further incorporated, our "functional" and "stress-weight" designs will coalesce. You (RR) indicated that more weight will be made available to the structure as the hydraulics is simplified - this will lessen the need to remove more material and thus create hard-to-manufacture "sculptured" shapes. I believe we are very close to a workable design.
- o The CPU time per run has been reduced to about 3.2 CPU hrs. by new wave fronting techniques this permits design iterations to be performed rapidly as new considerations arise.
- o A FE model has been created with a rotated (22.5°) gimbal that resembles the model gimbal shape. I am retaining the slightly curved sideplates as they are much stronger torsionally under firing torque loads than flat plates. When the slide tube drawing is ready, a separate file can be made and appended to the main FE model at any QE angle so as to compute forces, deflections and stresses at any firing position with these models the 15 load cases can be calculated rapidly.
- o Wing Cheng will be aiding me shortly in the trail-wheel assembly design (when this drawing becomes available). We will use Don Cronquist's road obstacle loads generated in Phase I to help define the loads on the structure. As Wing has helped develop the filament wound structure optimizer model, his work will be of importance in designing lightweight trails.
- o I have run FE calculations of stress distributions in the LWHD with the trail spades "free". There is alot of rocking motion, as might be expected, and some new stress highs within the structure (which can be dealt with by local thickening of gimbal parts). Stress in the gimbal bearing is high and this reinforces my idea to use a cup-cone lower platform-gimbal connection for extra safety margin if the lower bearing should fail.

- o The FE model has had additions to allow for force predictions necessary for "free body" diagram force-time histories to be generated. At the very least, one can work with the stress distributions and part geometry to estimate the forces that produce the stresses.
- o It appears that a cooperative effort between CEL and NOD is evolving along with the LWHD design. This project will succeed if we make a special effort to understand each other's concerns.
- o At present, we are probably behind schedule in all design areas. This is understandable based on recent changes forced by ARDEC on the LWHD design. With these out of the way, we can now begin the "optimization" process.

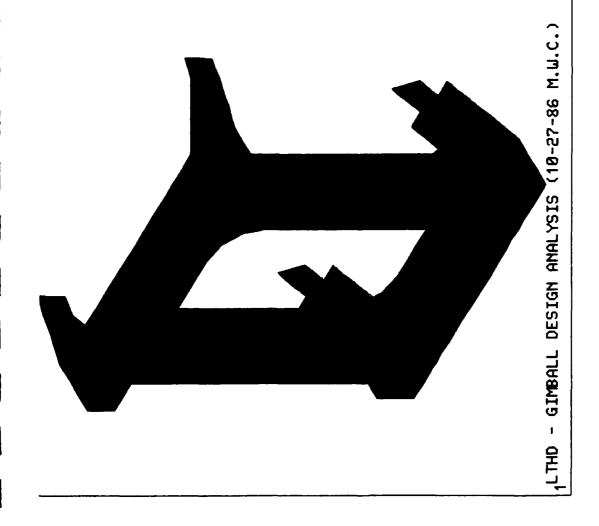
C. R. Ortloff

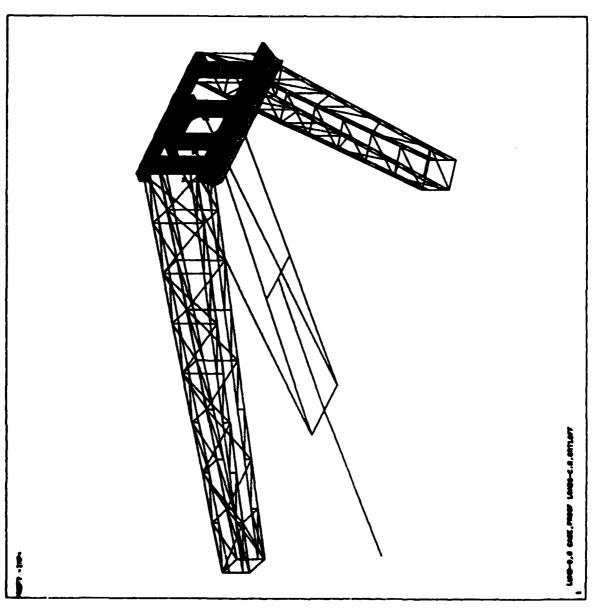
PLOTS FROM CEL

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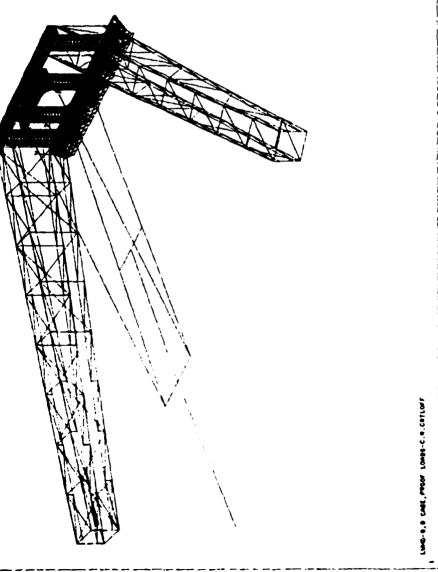
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PLOT NO. 1
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YU=1
ZU=1
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XF=2.9
XF=24.9
ZF=-4.51

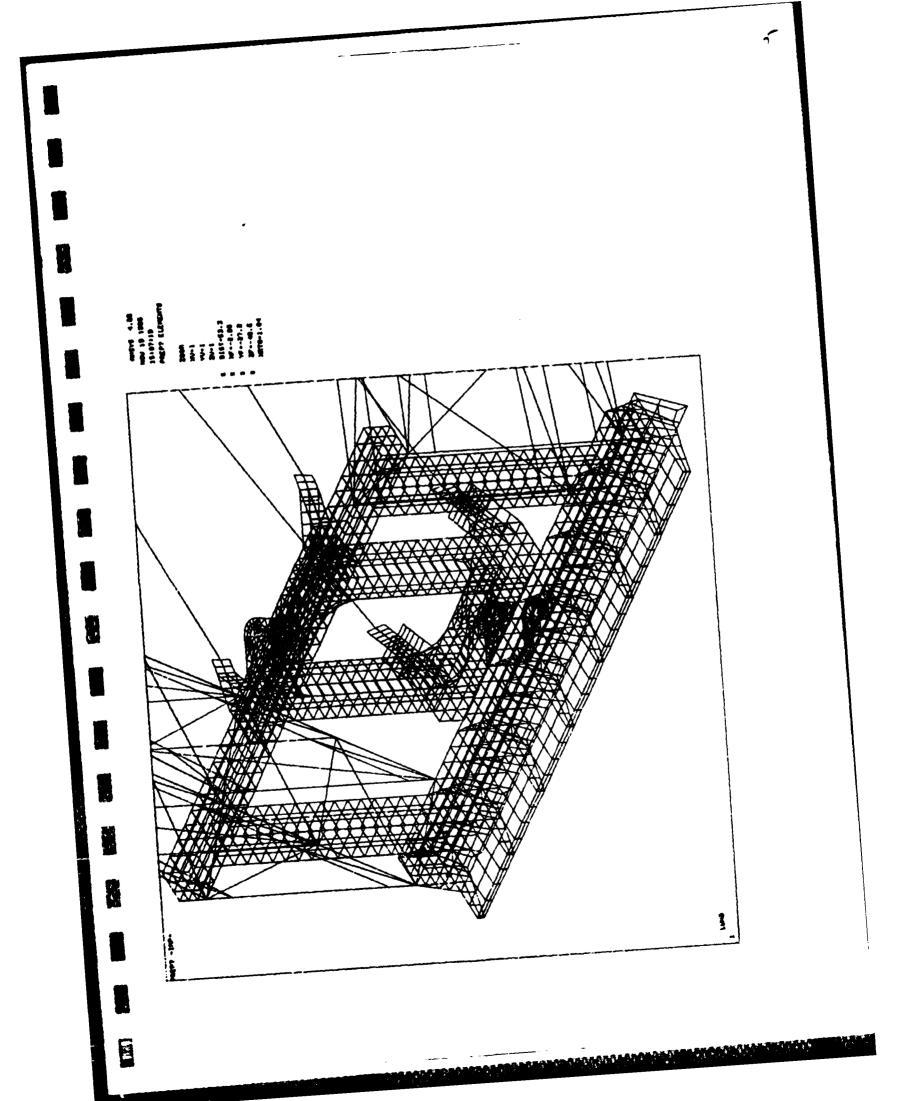




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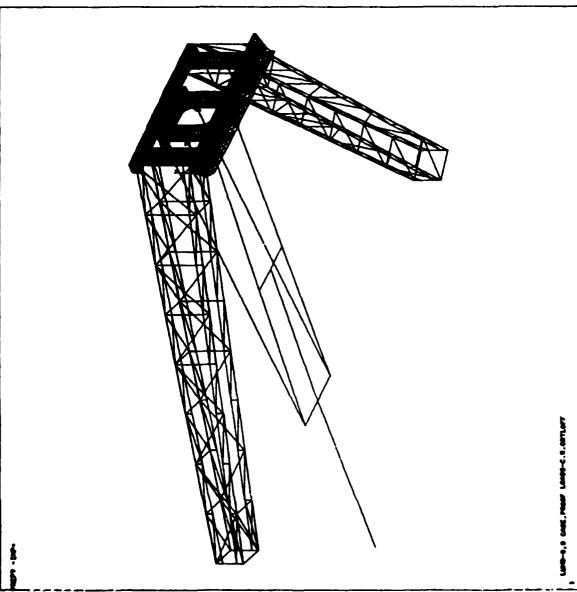
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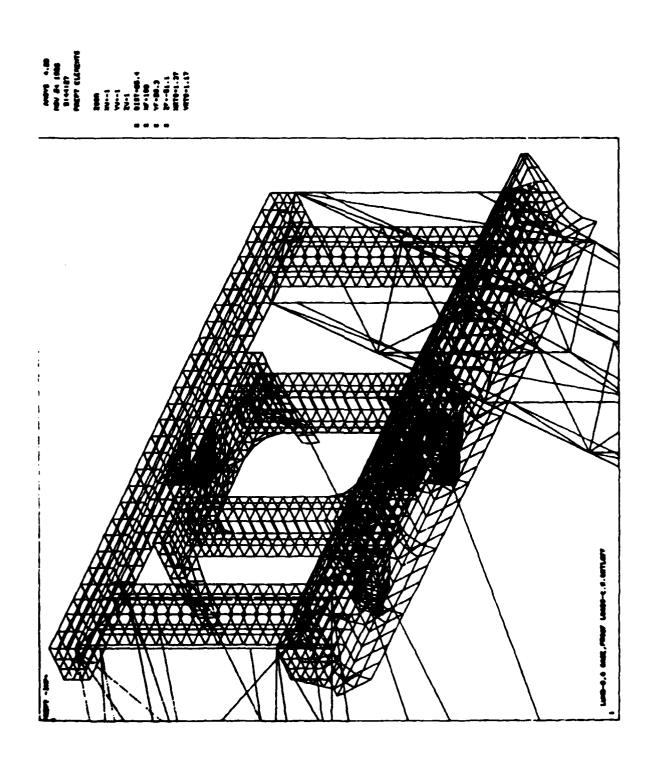


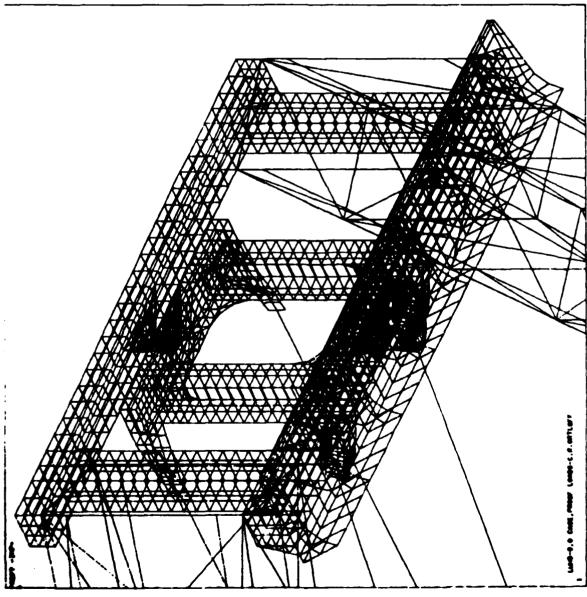


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CEL MEMO: DECEMBER 19, 1986

B

# Central Engineering Laboratories Santa Clara

Interoffice

To R. Rathe

Date Dec. 19, 1986

From

C. R. Ortloff

Subject

PROGRESS REPORT ON ASSIGNED TASKS LWHD PROJECT (12/5 TO 12/18)

cc E. Thuse

- R. Kazares
- n. Razares
- P. Carroll
- J. Ries
- B. Anderson
- E. Alexander
- B. Zierwick
- L. Libhardt

### TOTAL SYSTEM MODEL

A report on the dynamic motion and concomitant dynamic stress states of the total LVHD system (cradle, platform, gimbal, trails) was completed and forwarded to NOD (CRO to L. Libhardt, 12/16). This dynamic load case represented the 0° elevation, 0° gimbal rotation case (79 figures forwarded). Three further FE models (of 3,400 elements each) have been constructed for the 0° - 72°, 22.5° - 0°, 22.5° - 72° cases and are currently residing on the VAX queue for execution. Each case represents about 34 CPU hours of run and postprocessing time and requires about 400,000 blocks of file space to store results. Since the current available disk space is about 450,000 blocks, each run must be postprocessed and stored on tape before the next run can be effectively started. Turn-around time per run under current operating conditions is about 3-4 days.

During Christmas holidays when batch usage is low, I hope to run the remaining programs continuously to try to get most of these load cases done and postprocessed. Additional load cases remaining (LAPES, etc.) plus ones on the queue most likely total up to several hundred CPU hours remaining to fully analyze the LWHD under dynamic load conditions.

#### CRADLE



The hardcopy output for the latest static cradle run was forwarded (12-16) in addition to element and node maps. Since recent work on the dynamic amplification factor indicates a value between 1 to 1.5, failure of the current design is likely (memo, CRO to R. Rathe, 12/8/86) in a number of different modes under proof loads. A possible suggestion you may wish to consider for a cradle design "fix" was included with this memo. Use of additional Gr/Ep layers in selected cradle regions can reinforce the current design to make it meet design allowables. Since the cradle design is going through another design iteration (memo, J. Reis to C. R. Ortloff, 12/5/86), it is unclear whether the work performed to date will be used. A decision on a design change from a filament-wound 14 layer foam-core sandwich to woven roving lay-up structure has not yet been transmitted to me as of 12/19. Regardless of the design choice, I can easily

R. Rathe Progress Report on Assigned Tasks LWHD Project (12/5 to 12/18) Dec. 19, 1986 Page 2

modify the existing cradle program to accommodate new design changes and material properties. The CPU time per run is about 10-12 CPU hours so turnaround time is not excessive to compare "new" to "old" designs.

From this point forward, with your concurrence, any cradle runs will include thermal expansion induced stresses at "hot" conditions. An estimation of moisture absorption stresses is important as both the laminate stiffness and strength properties change primarily through changes in epoxy properties. I will perform a FPF analysis for hygrothermal effects for the laminate design you ultimately choose for C = 1% and  $T = 160^{\circ}F$ , based on one of the quadratic lamina failure criteria. Since this type of analysis is strongly dependent upon epoxy and fiber materials properties and ply stacking sequence, I will need an update on your latest design to perform this work. This effect may cause a significant change in either direction in laminate strength under hot, wet conditions depending on the final choice of the stacking sequence and load type. You may want to consider a test program to measure effects (upon your laminate design) to more precisely gage this effect (as this is the usual procedure for assessment of the hygrothermal stress effect).

Please keep me informed of recent design changes so that I can modify my (current) FE models and provide you with current results as quickly as possible.

C. R. Ortloff

CRO/861219 01

dr vie

## Central Engineering Laboratories Santa Clara

Interoffice

to L. Libhardt\*

Date Dec. 17, 1986

From

C. R. Ortloff

A. Amberg

Subject

STRESS LEVELS IN THE PLATFORM AND GIMBAL UNDER DYNAMIC (PROOF) FIRING LOADS - 0° ELEVATION, 0° GIMBAL ROTATION CASE

- R. Kazares R. Rathe
- E. Alexander
- J. Ries
- B. Anderson
- T. Rudolf
- B. Zierwick

\*one copy of original figures only

79 Figures 272

An ANSYS finite element model of the platform, gimbal, spades and trails has been made. A representative beam-element model of the cradle-cable system has been added to this model with the correct mass and moment of inertia values. The model is then impulsively loaded with firing torque and recoil impulse loads and the dynamic motion and stress states (at given selected times) determined. The boundary conditions are:

whatz m2.

- o no constraints on the trail ends
- o the spade lower edge is fixed
- o no vertical deflection of the horizontal plane of the lower plate of the platform, i.e. UY = 0 on the bottom horizontal plane adjacent to the spade. This condition corresponds to emplacement in "hard" soil.

) west?

The input loads correspond to the proof load maximums and time durations previously specified. The dynamic deflection under impulse loads is shown at selected Master Degree of Freedom (MDOF) nodes in the structure and is shown in figures 197-217. The locations of these MDOF nodes is shown in figures 193-196. The trailing arm locations (figure 195) are seen to have a deflection time history (figure 208) indicating several inches of bounce. The trail model used consists of a foam-core sandwich upper plate (9 Gr/Ep lamina [0/45/-45/90/0/90/-45/45/0] over a 2 inch Rohacell core) with the metal matrix truss structure (Al/SiC) and Ti bulkhead reinforcing plates (after the Concept 3 Trail Drawing, 10-29-86 and 11-12-86, D. Langerud). Although the trail design is not yet fixed (as of 12-16-86), the free-end boundary condition reduces its importance as a load carrying member (over previous fixed-end trail configurations). The trails may then be designed to static load conditions with an appropriate safety factor (2).

gwhit?

CRO/861217/01

L. Libhardt
Stress Levels in the Platform and Gimbal
Under Dynamic (Proof) Firing Loads 0° Elevation, 0° Gimbal Rotation Case

Dec. 17, 1986 Page 2

As usual for Linear Transient Dynamic Analysis, peaks in deflectiontime history (on the gimbal-platform) provide corresponding stress maximums in the structure. Several times are selected in the time interval from 0 to 1 second at which stress "snapshots" can be obtained for the structure by ANSYS stress-pass methods. Times selected are 0.013, 0.28 and 0.428 seconds and correspond to displacement peaks in several of the MDOF's on the main structure. The initial time is at the end of the firing torque input; the second time is slightly after the recoil impulse input. A damping value of (ANSYS) DAMP = 0.2E-2 is included to reduce later-time spurious dynamic peaks in the displacement-time histories. Once the final configuration/materials of the composite parts of the structure are decided and a damping value justified then a rerun can be made to include values of ALPHAD, BETAD for final production runs. As damping dissipates energy, present stress/deflection values are on the conservatively high side with respect to this

Figures 225-263 show Von Mises equivalent stress contours on the Ti gimbal/platform outer surface. Over most of the structure, stresses are well within the yield stress for Ti (60-80 ksi) under proof loads. Stress values in the connection tabs (figures 242, 247 for example) are near the yield stress locally. Also, gimbal upper and lower openings in the upper and lower box beams show high stress values (figures 248, 249, 250, 251, 252, 253, 259, 261, 262, 263). Since these bearing areas are undoubtedly to be reinforced locally (once bearing details are decided upon) these locally high stress values can be easily lowered by (locally) mounted reinforcing plates.

Details of the bearing-tab-gimbal model are shown in figures 269-272. Beam elements (STIF 4) with the appropriate mass and inertia properties appropriate to the latest design are the vertical shafts shown. Rigid beam elements connect the shaft(s) to the tabs/gimbal openings as shown. Since the STIF 4 beam element has no torsional stiffness, a supplementary beam ties the gimbal to the platform to prevent relative motion between gimbal and platform under any torque loads. Since loads on the structure are on-axis along the centerline, no significant shaft rotation is expected and the load entering the shaft(s) is primarily directed to cause bending. To access the shaft bending stresses (in addition to other tension/compression effects present), recourse to figures 270 (bottom shaft) and 271 (upper shaft is made. Reference to the ANSYS User's Manual, V. 1, p. 4.4.4, and figures 266-268 (at t = 0.28 sec after the recoil loads have been input into the system) indicate a bottom shaft outer fiber stress maximum of 6035 psi at node 3461. For the top shaft, the maximum stress is on the order to 22,000 psi.

what?

CRO-861217/01

L. Libhardt Stress Levels in the Platform and Gimbal Under Dynamic (Proof) Firing Loads -O<sup>o</sup> Elevation, O<sup>o</sup> Gimbal Rotation Case Dec. 17, 1986 Page 3

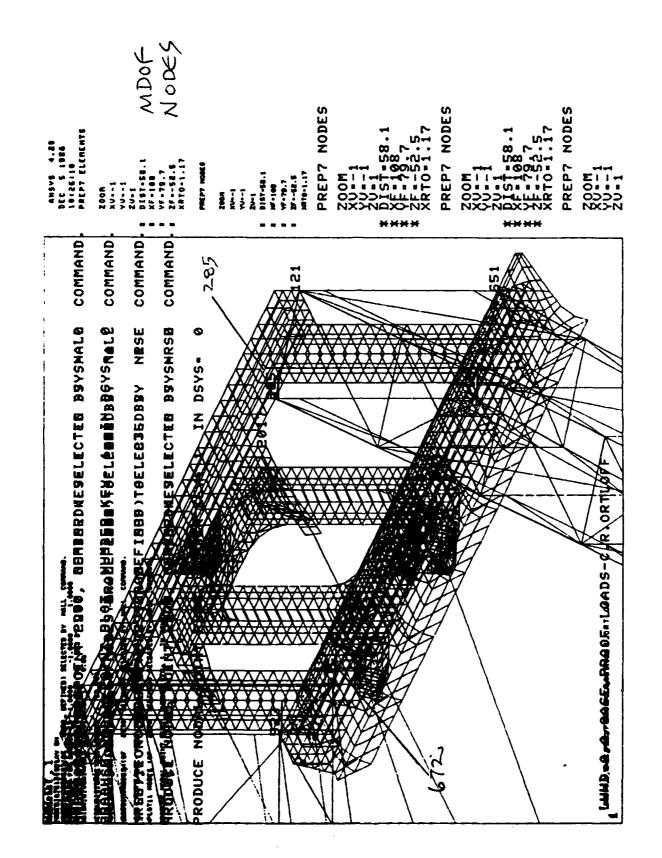
In all the above calculations, the mass and rotary interia of the cradle are simulated with its CG approximately duplicated from the cradle model. Distributed masses are also included throughout by means of specifying the material density.

#### Conclusions

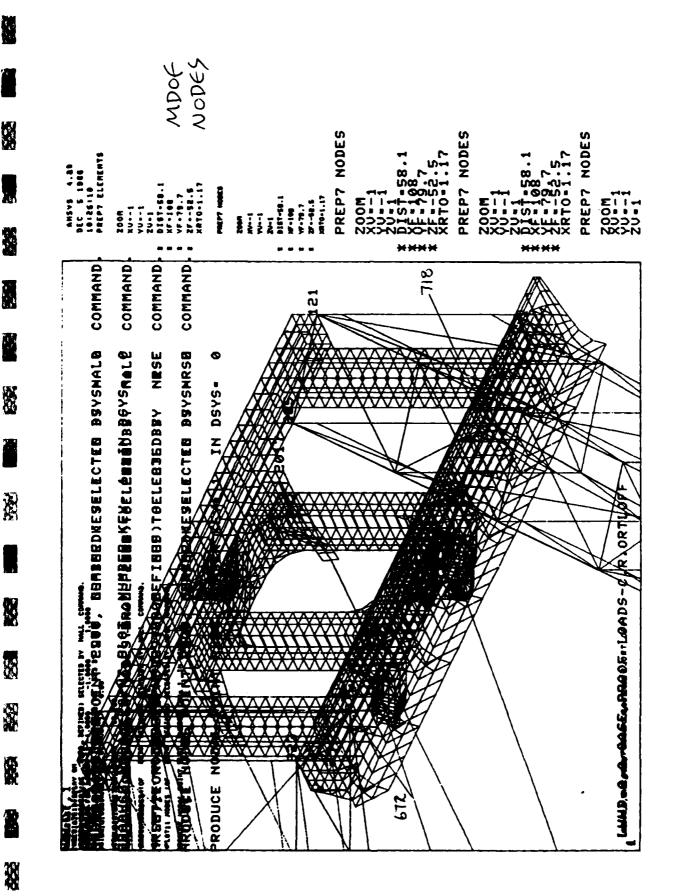
- o Except for some local zones around the bearings of the upper portion of the gimbal and the associated platform tab/upper shaft region, stresses under proof loads in both platform and gimbal appear to be much less than the 60-80 ksi Ti proportional limit stress (figures 225-263).
- o These zones may be easily reinforced by additional weld-on or bolt-on plates in the bearing areas on the box beam sections.
- o The upper shaft stress is about 20 ksi.
- o The system appears stable under dynamic loads in the 0° elevation, 0° gimbal rotation mode for the given set of boundary conditions, although it appears that the trail ends "lift off" the ground upon firing. It would probably be better to retain end stakes/claws on the trails to limit system "bounce" to a minimum.
- o In total, the stress analysis results look positive for the current design under proof firing loads with only minor changes required to reduce some local stresses to acceptable values.
- o CPU time for the current results set in 34 CPU hours. Inclusion of ALPHAD, BETAD damping will increase run time to over 42 cpu hours. With additional time related to post-processing, it is imperative that subsequent design changes be made in response to stress deficiencies as a matter of priority so that at least one "workable" design exists before further revisions are made.

Since original figures have been forwarded with all memos sent to date, it is imperative that they be stored in a cool, dark place to preserve them. When a final stress report is to be written, some of these figures will need to be sent back to me for inclusion into the final report.

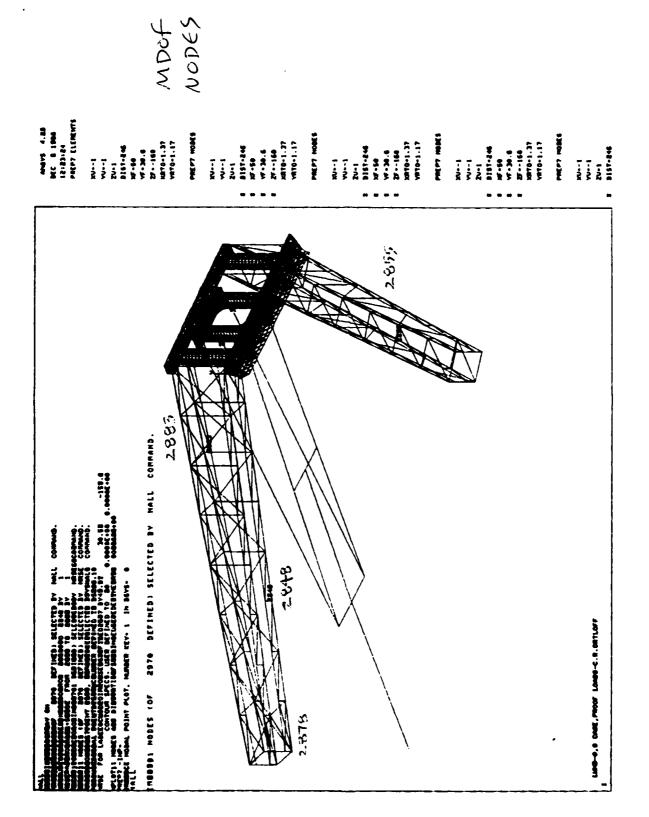
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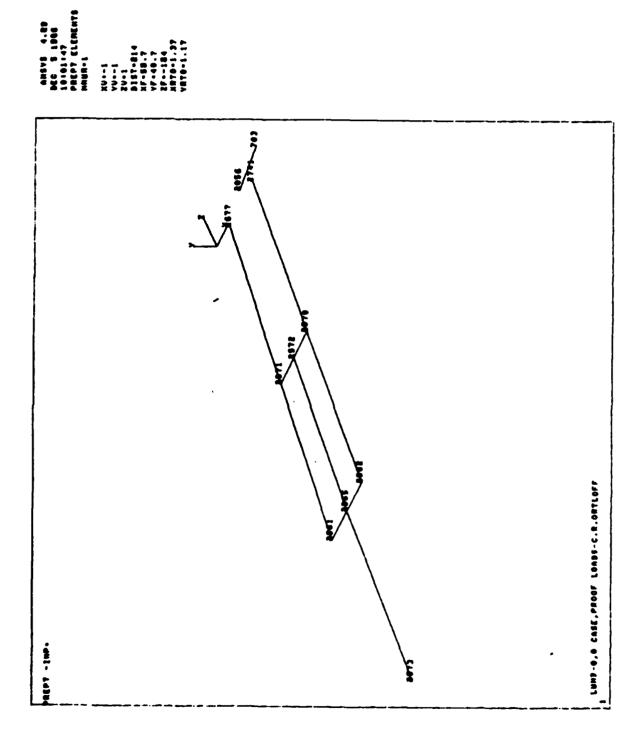
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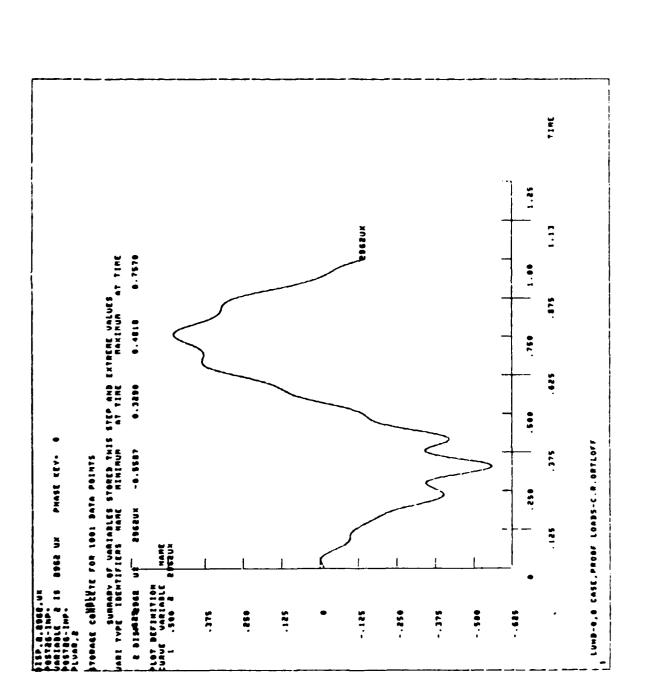




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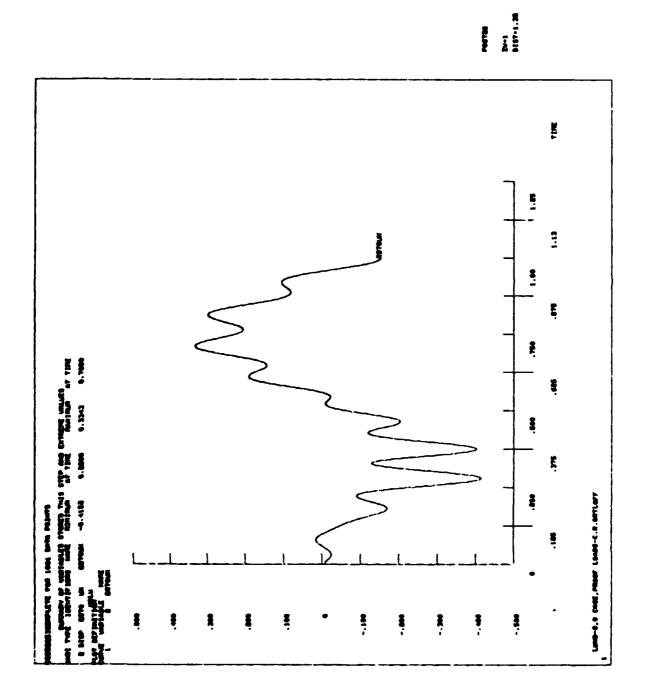
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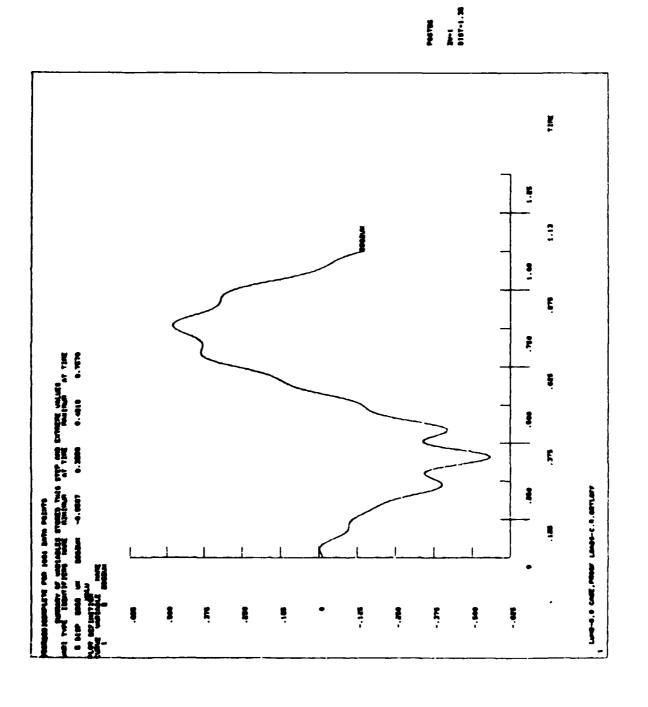
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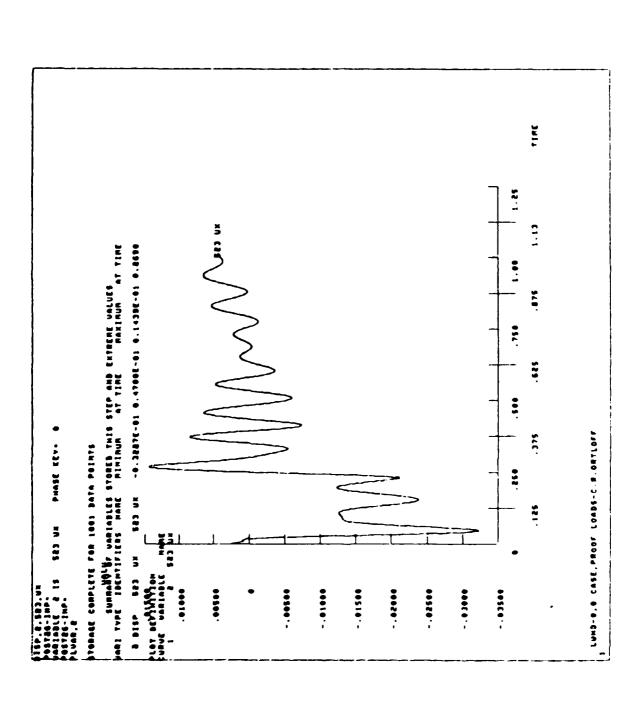
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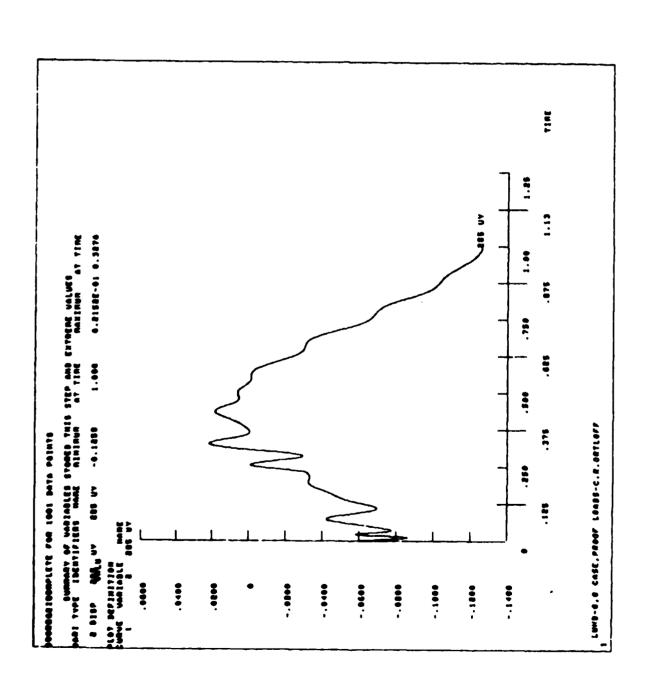
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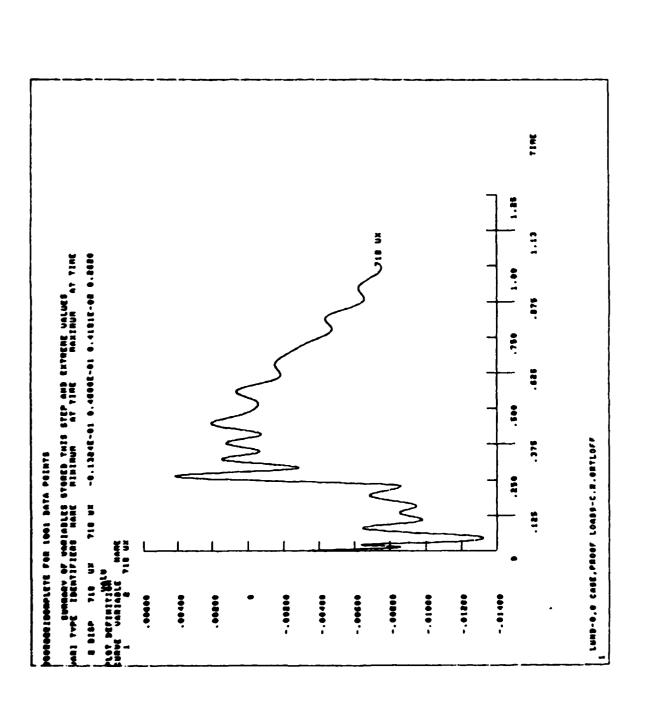
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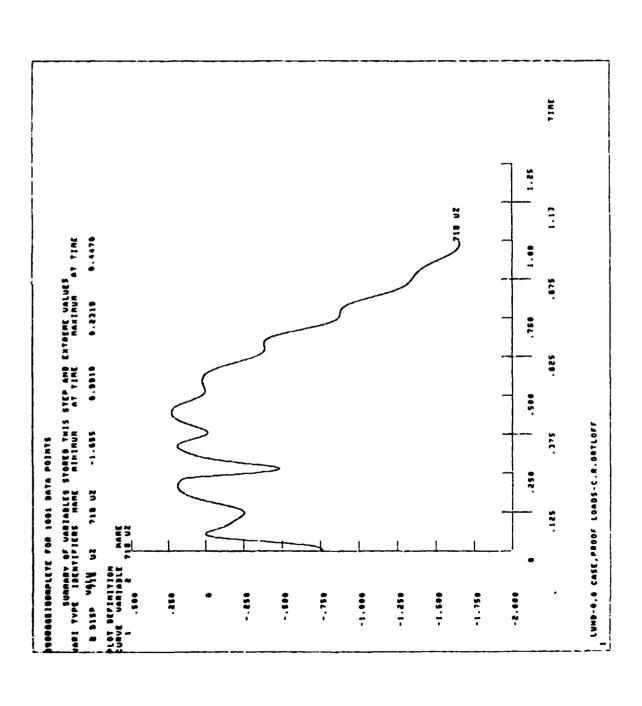


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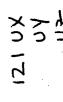
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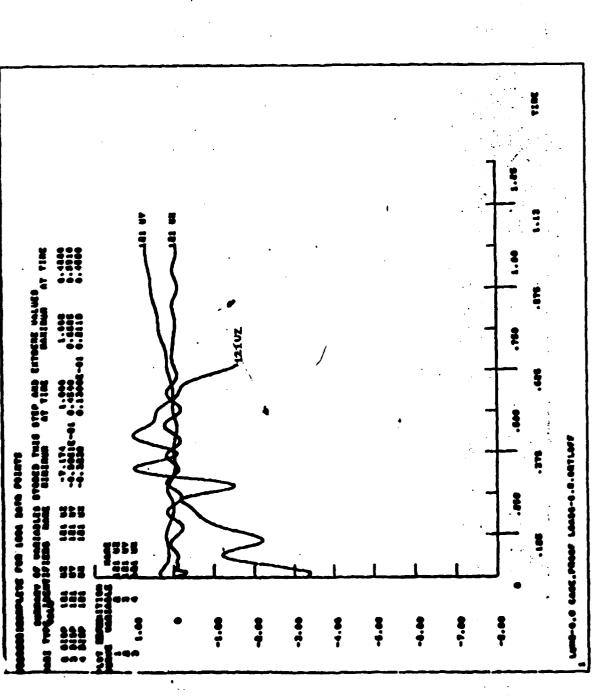
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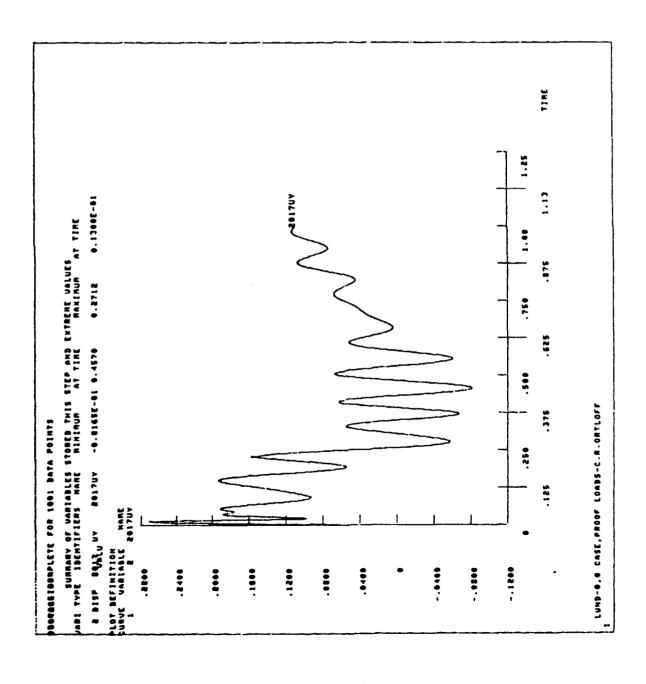
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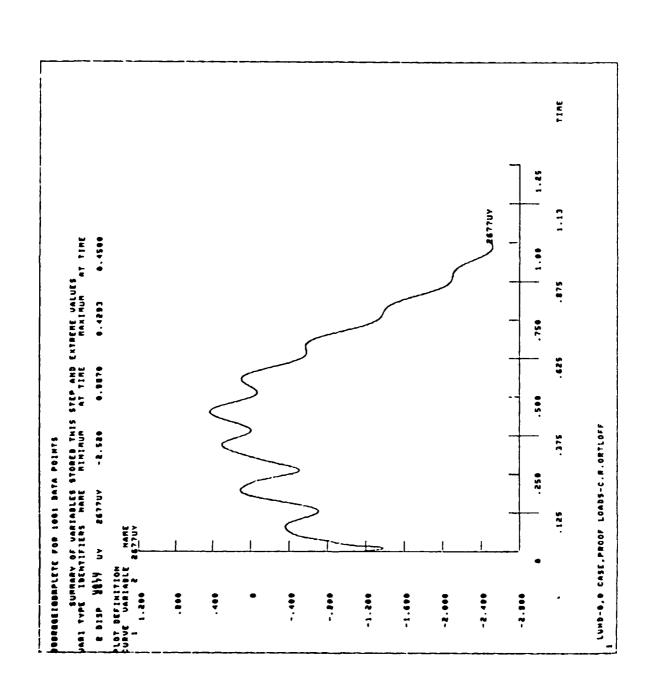
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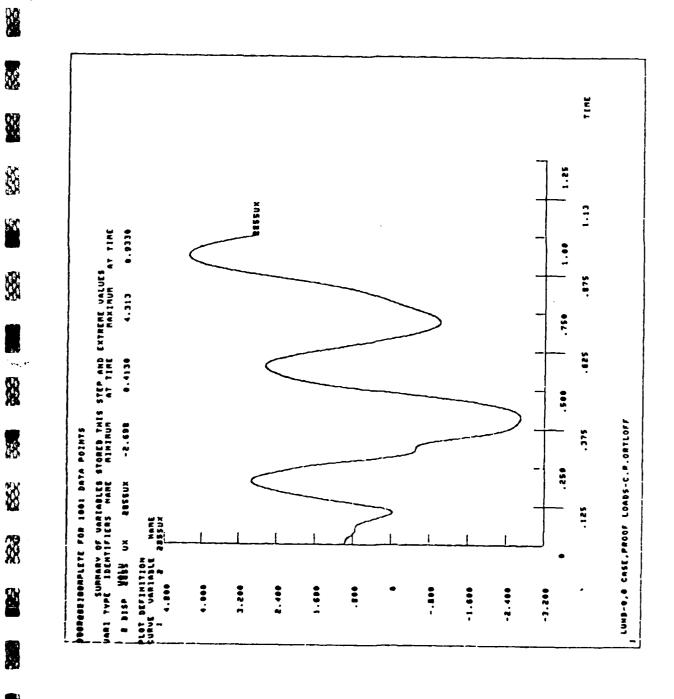
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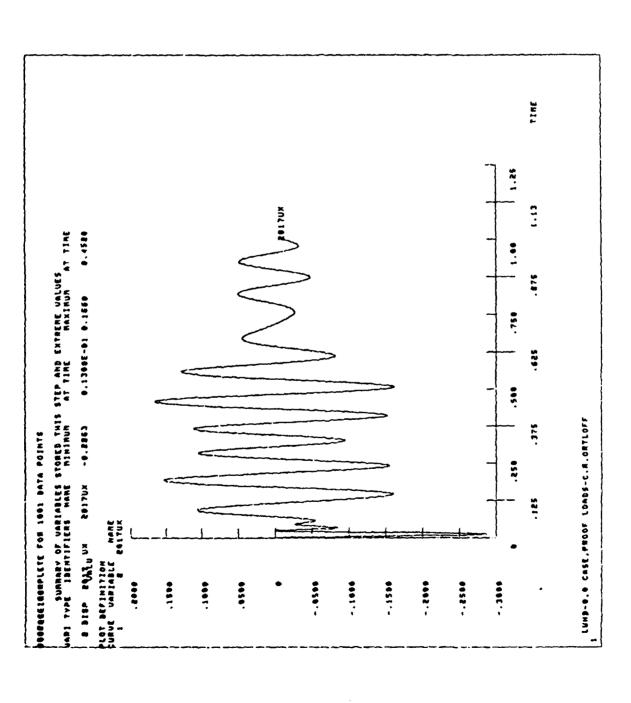
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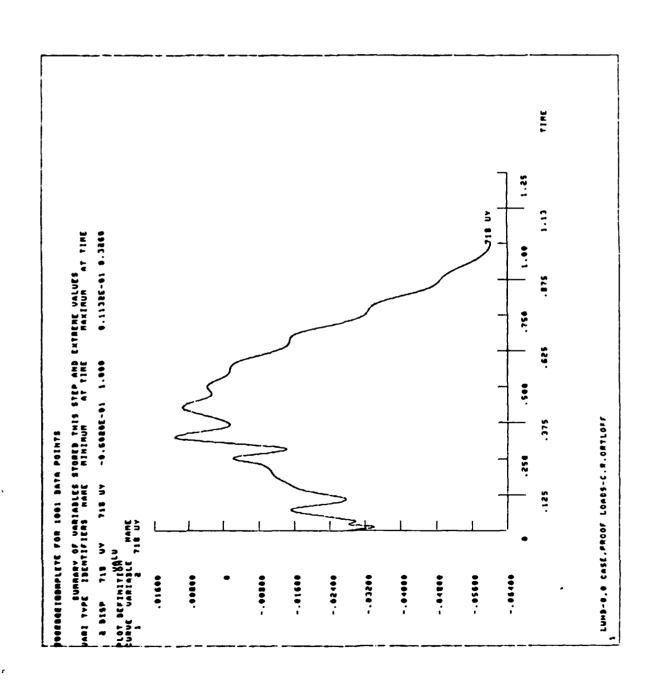
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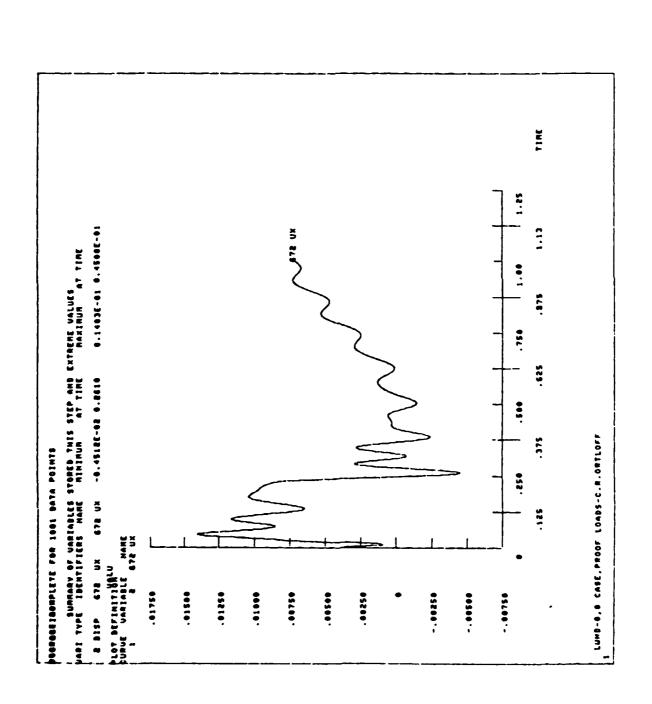
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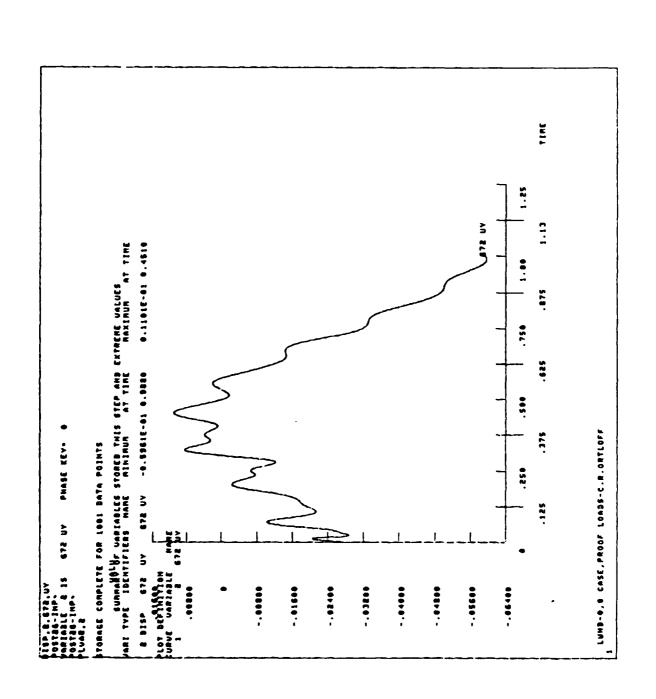


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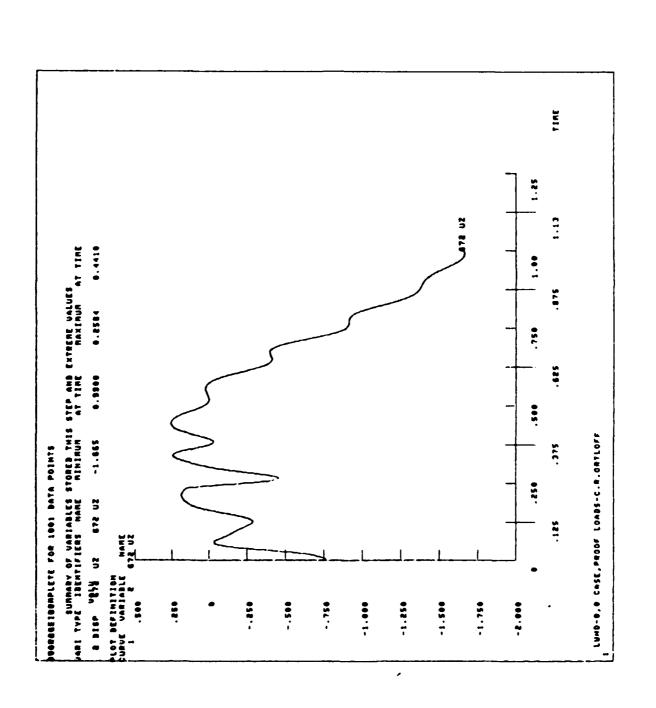
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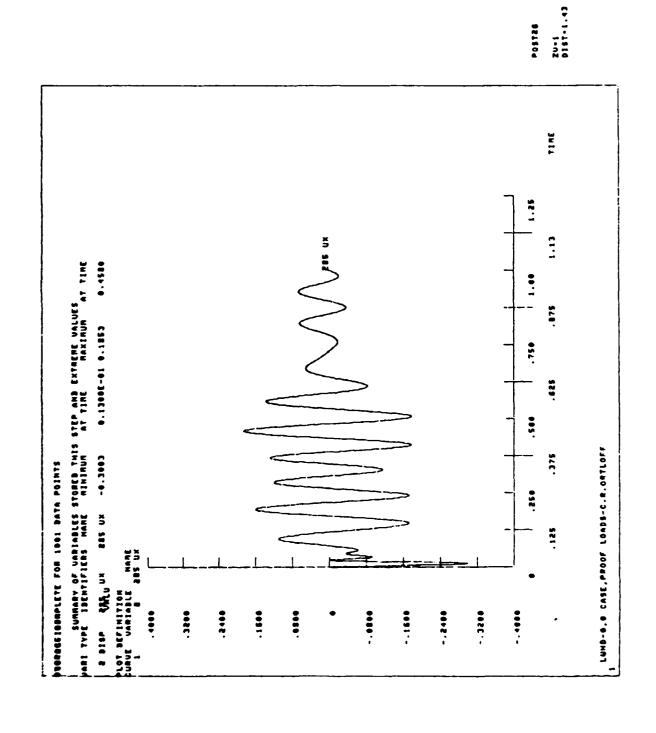
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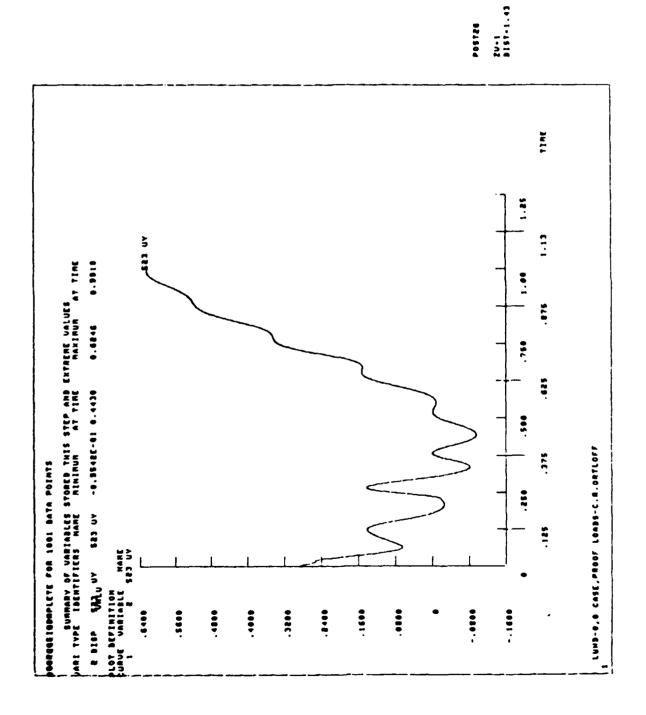
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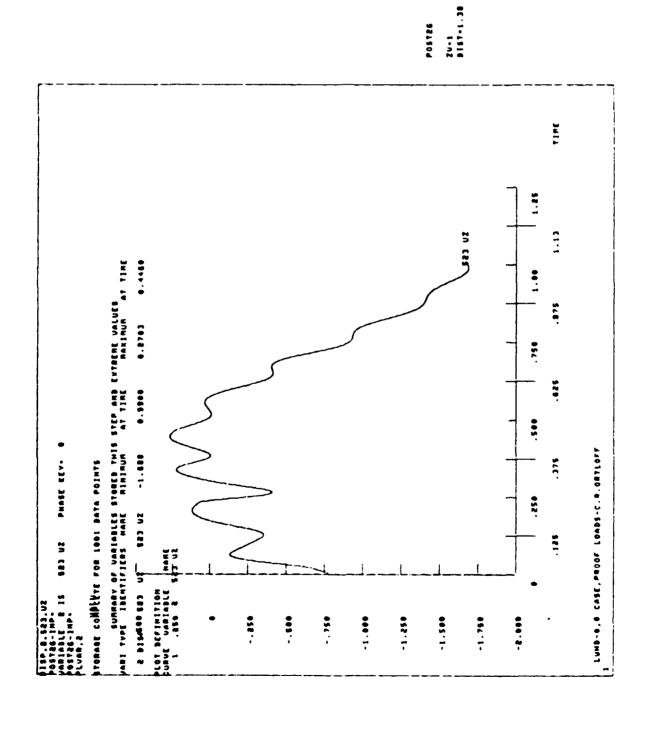
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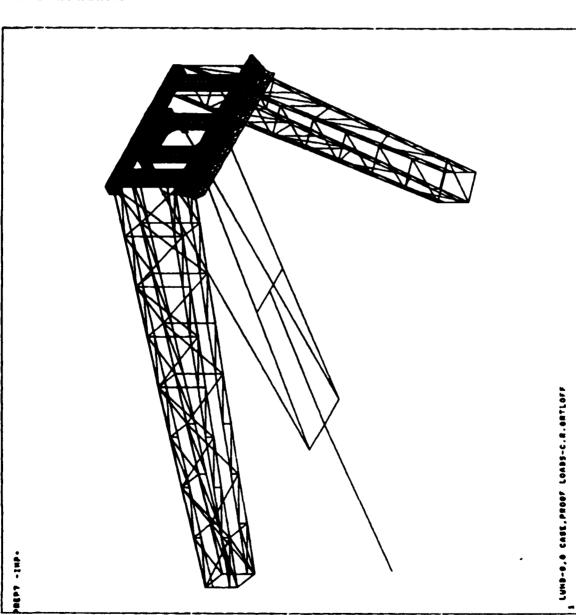
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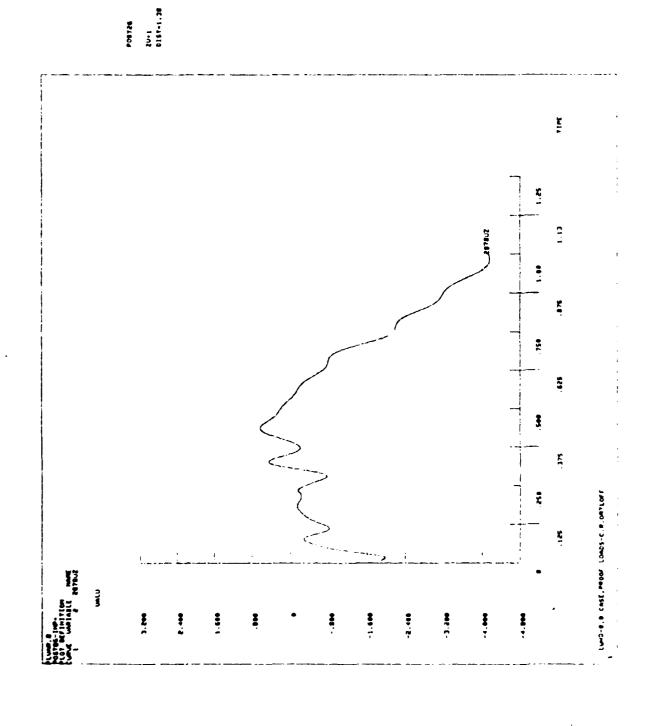
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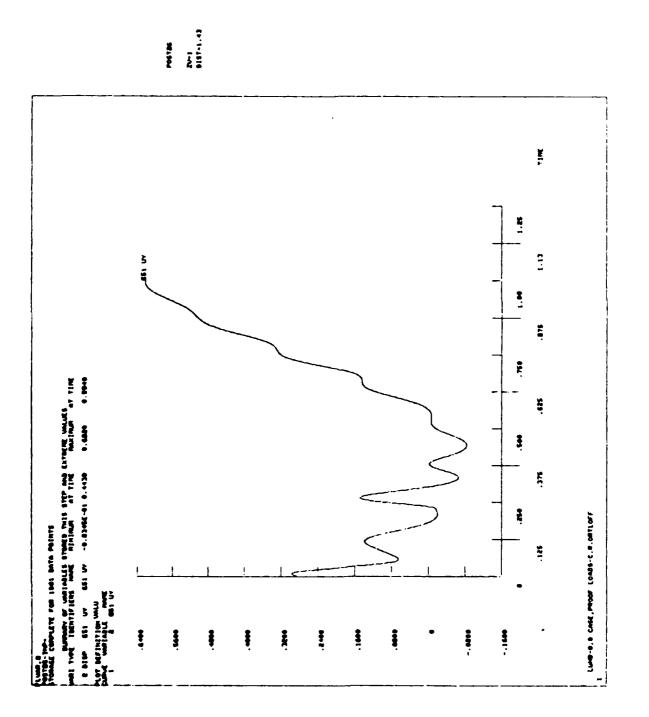
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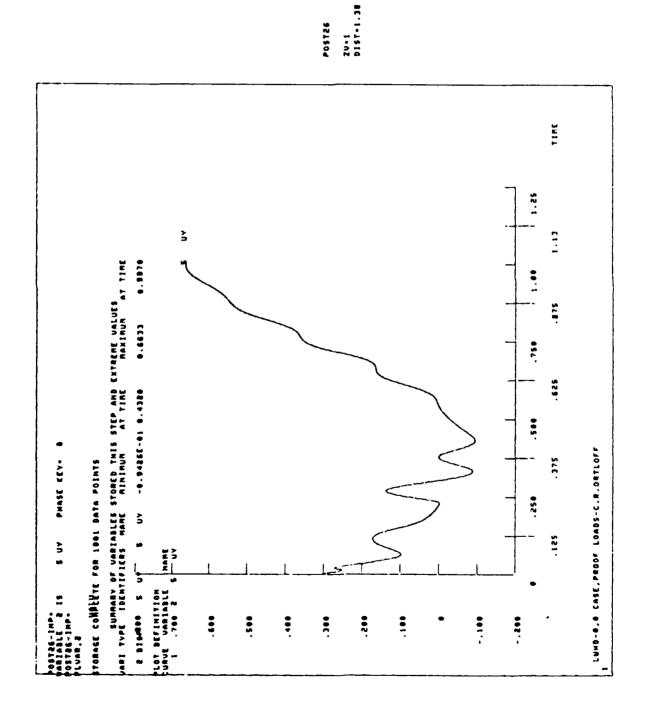
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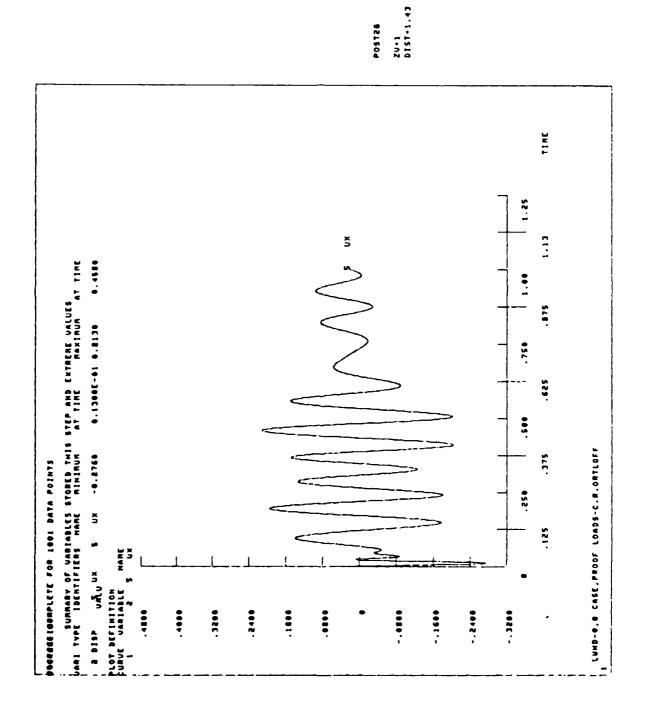
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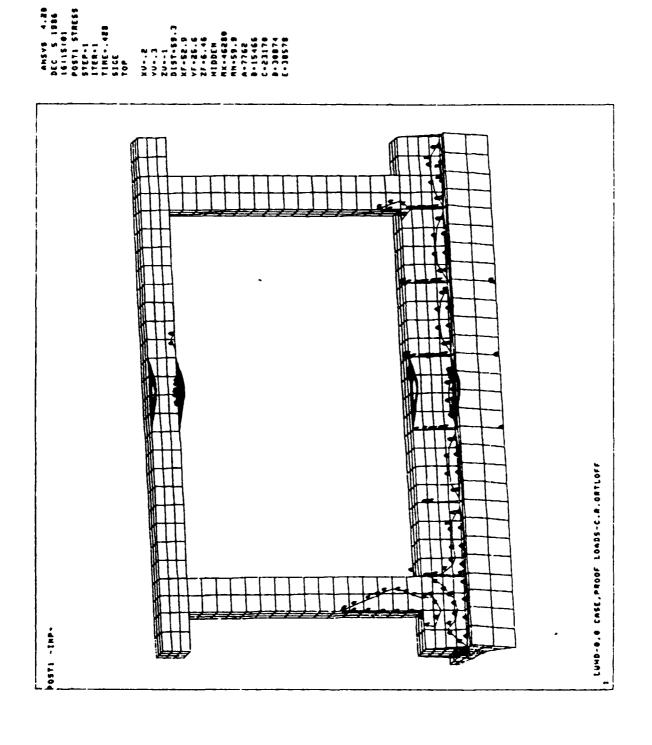
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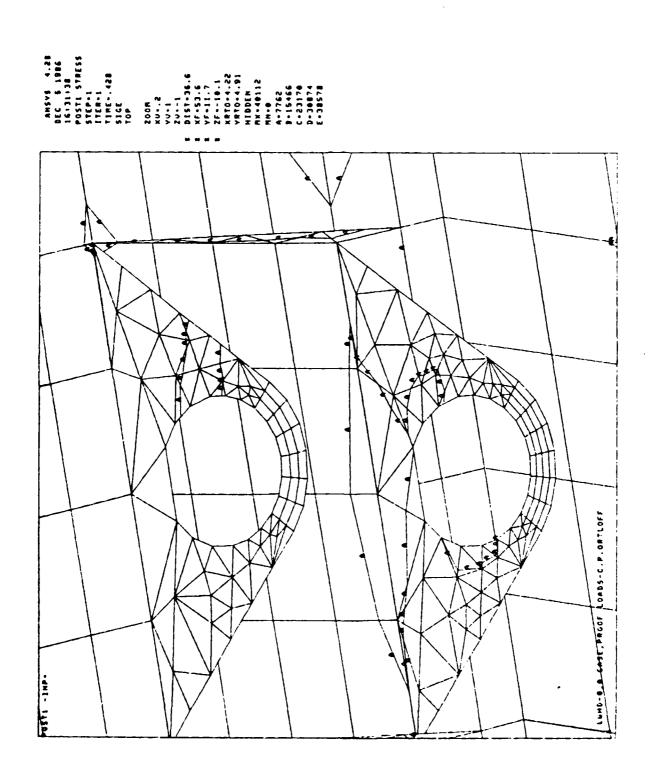
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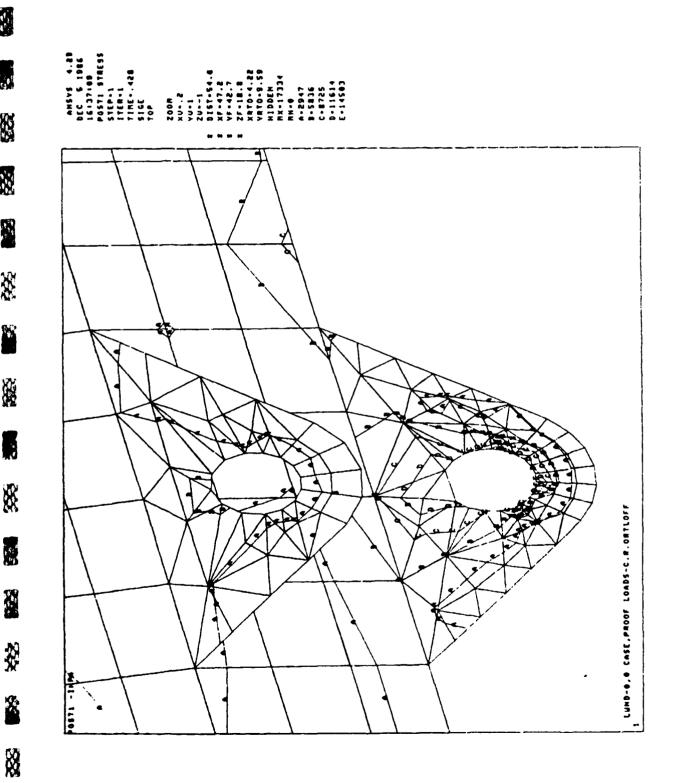
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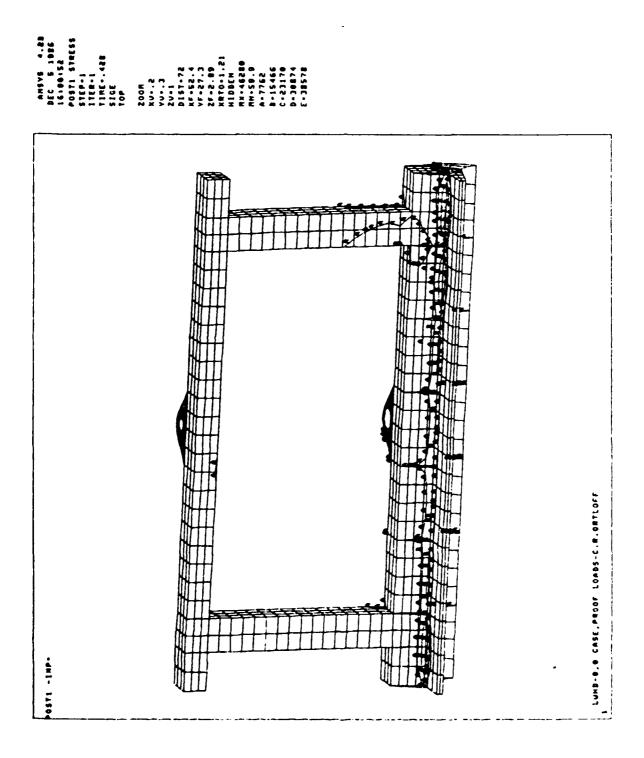
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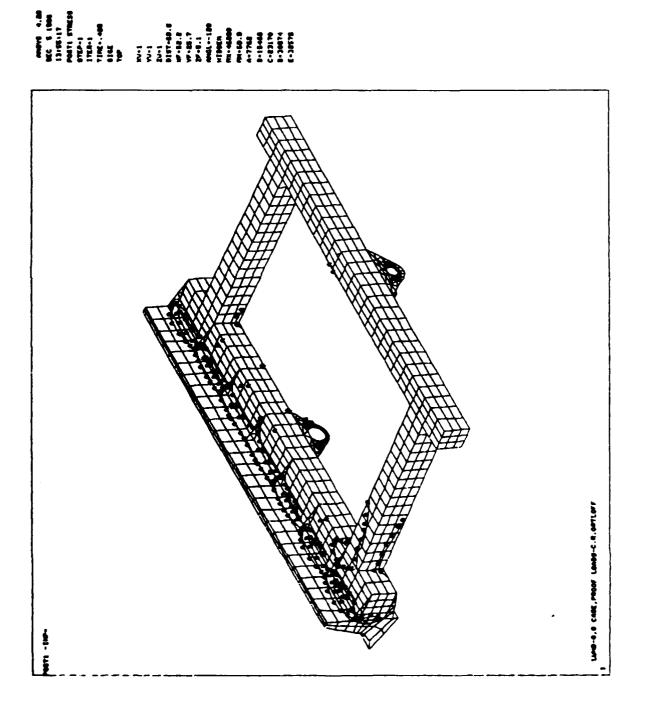
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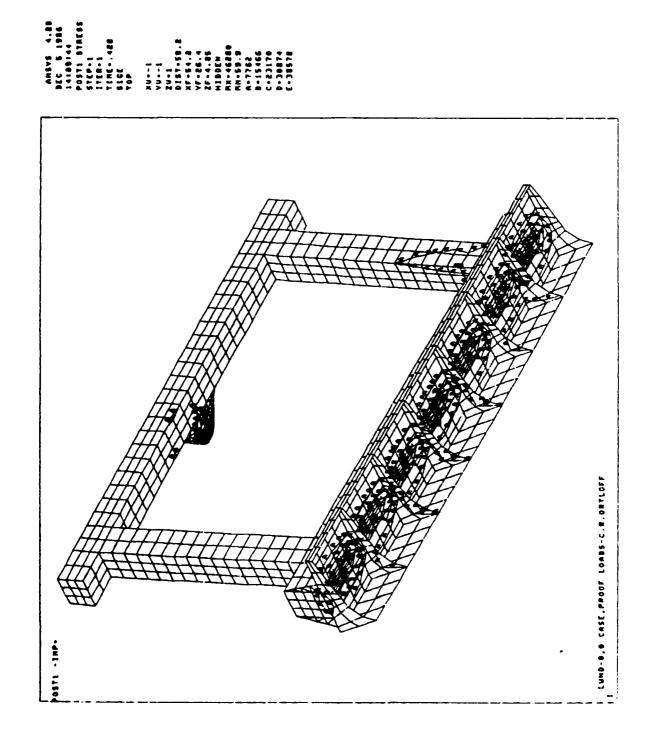
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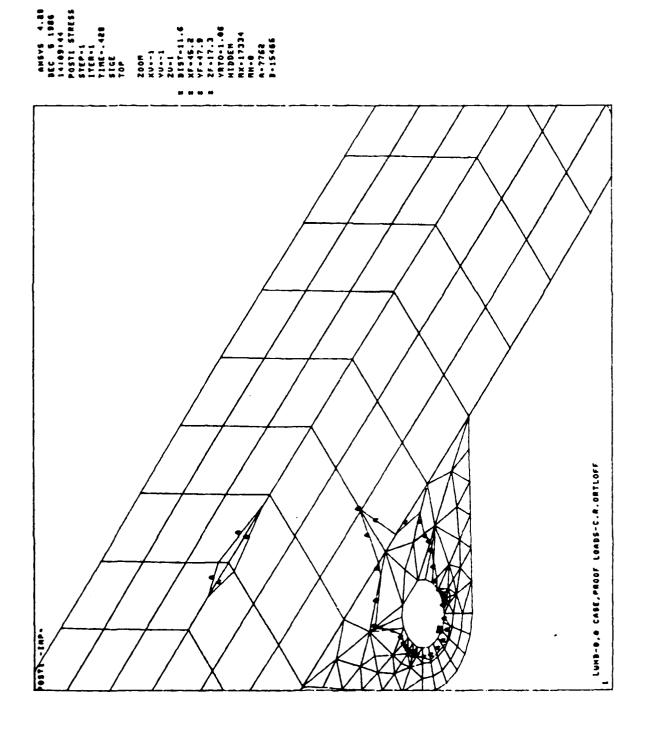
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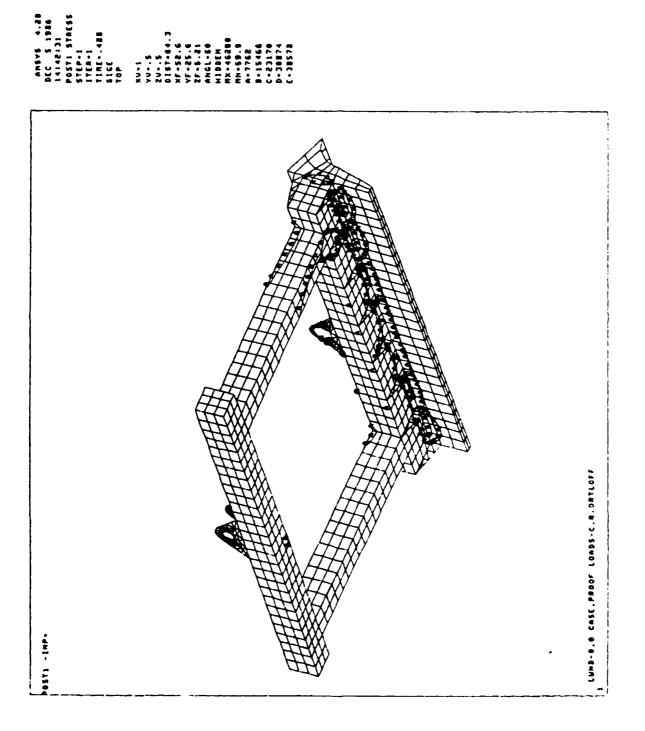
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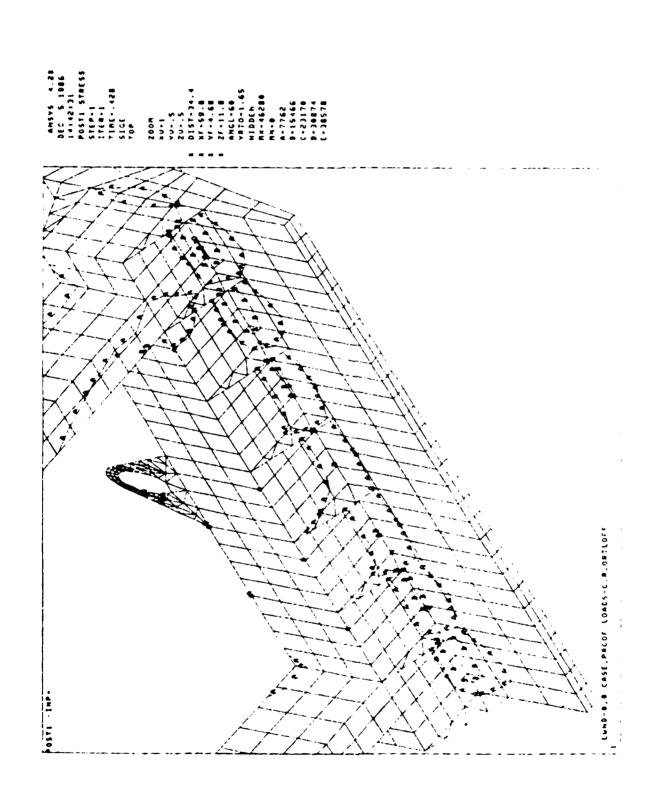
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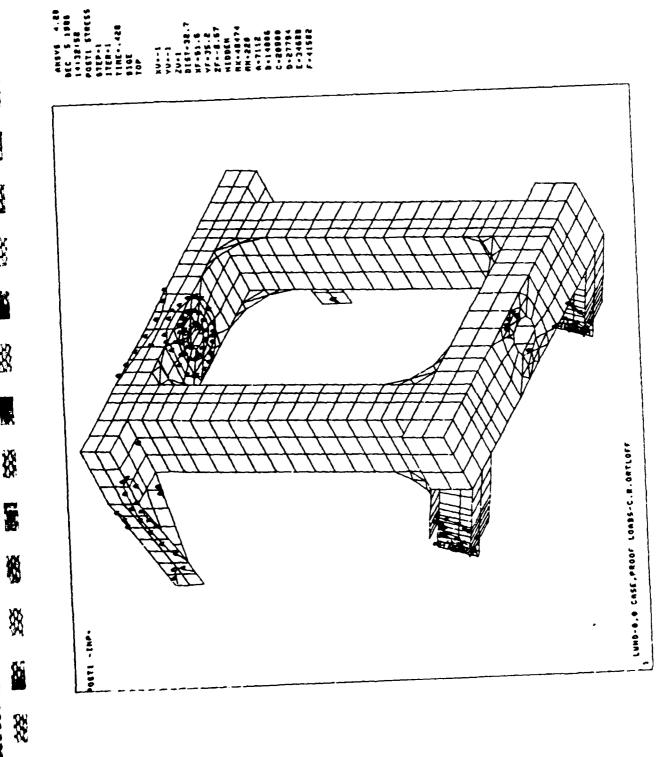
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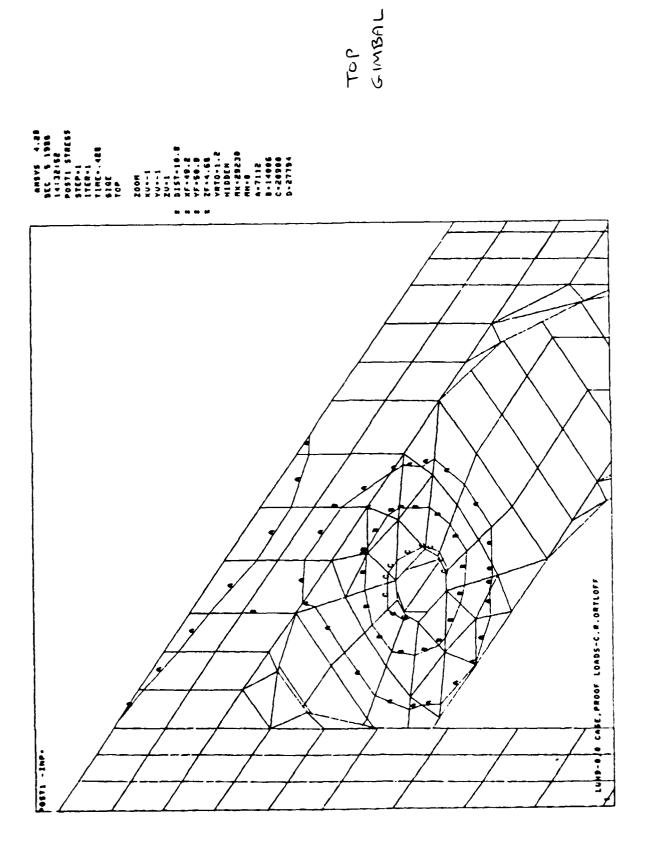
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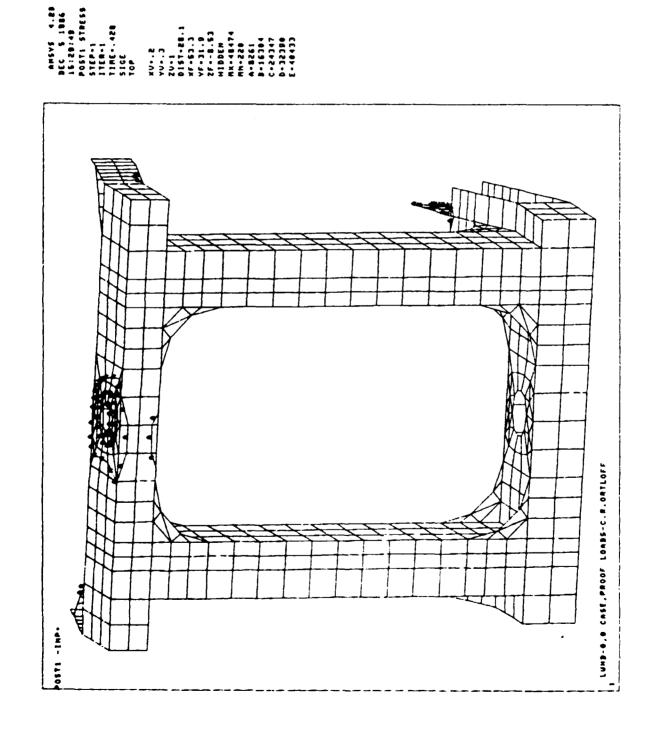
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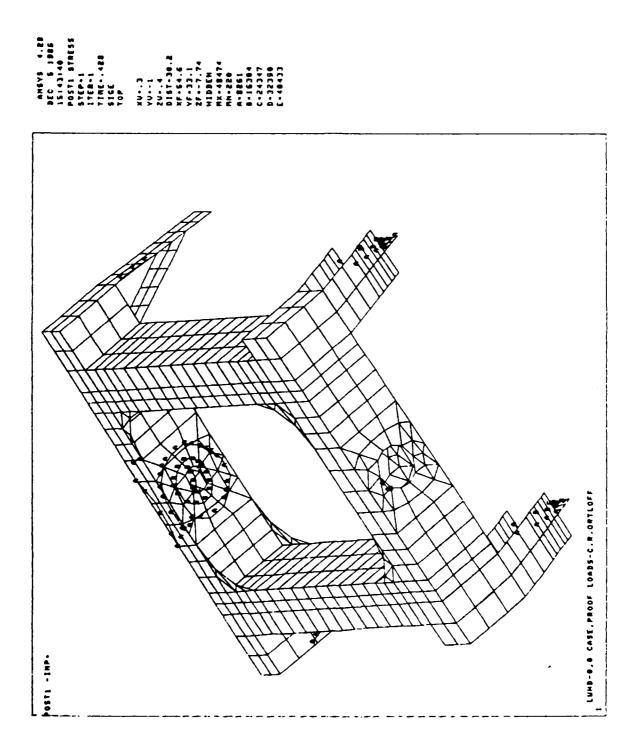
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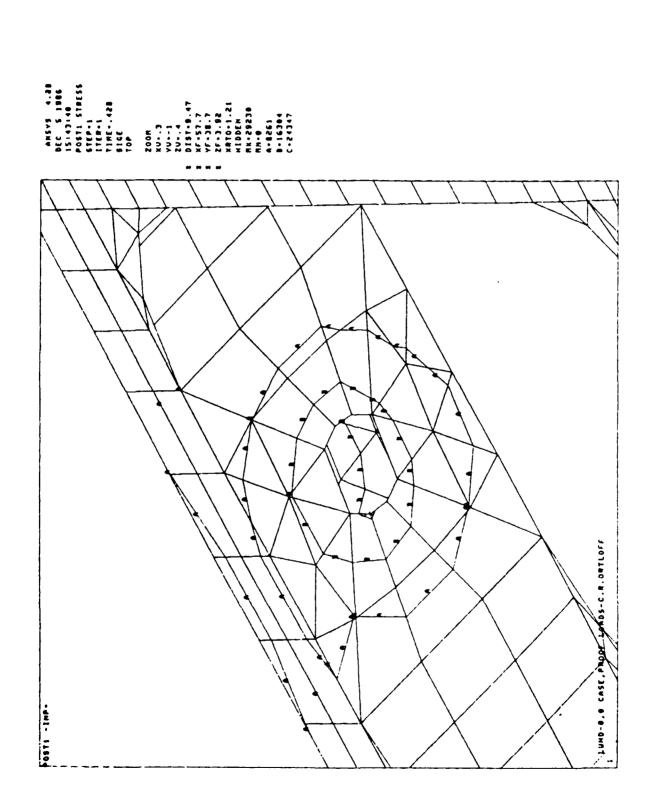
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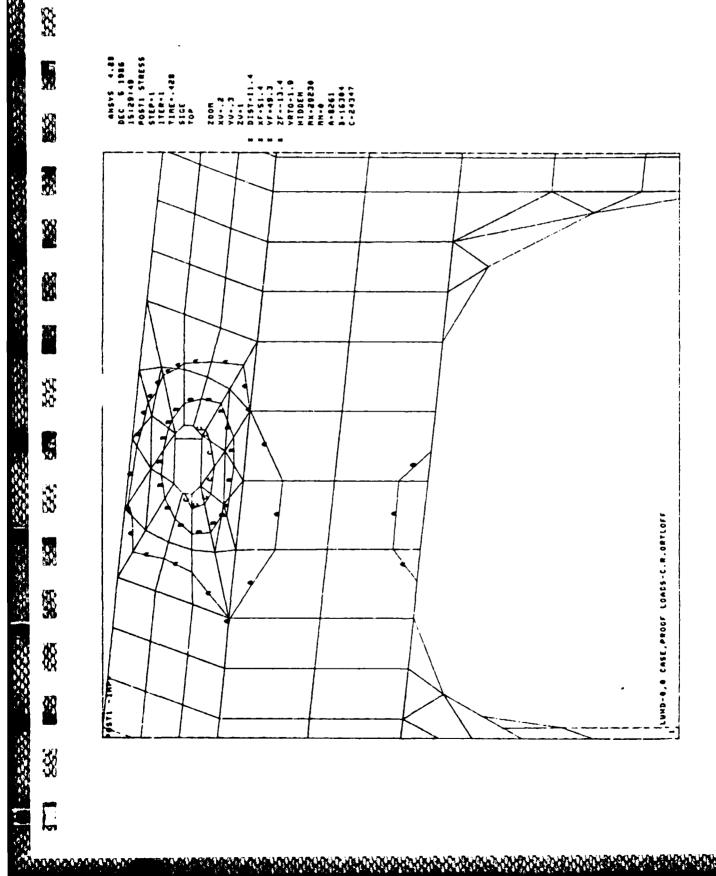
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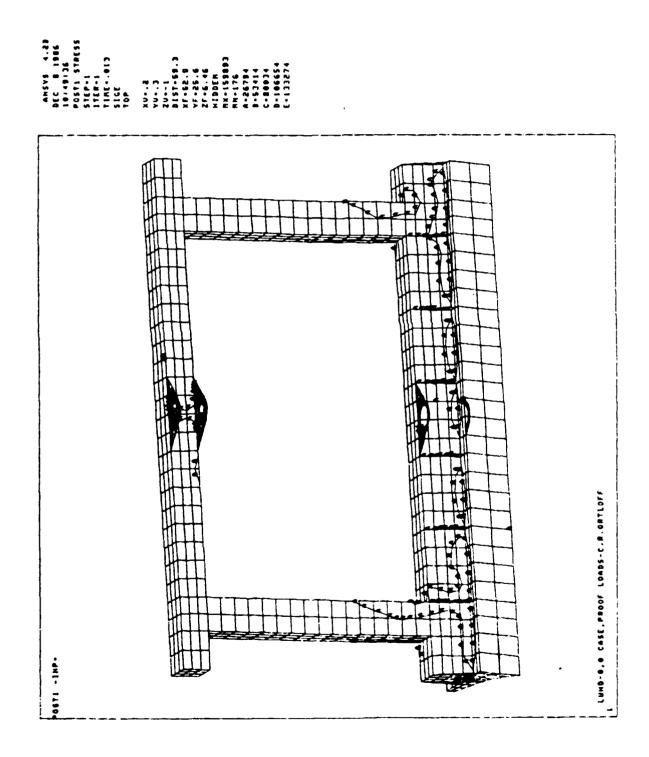
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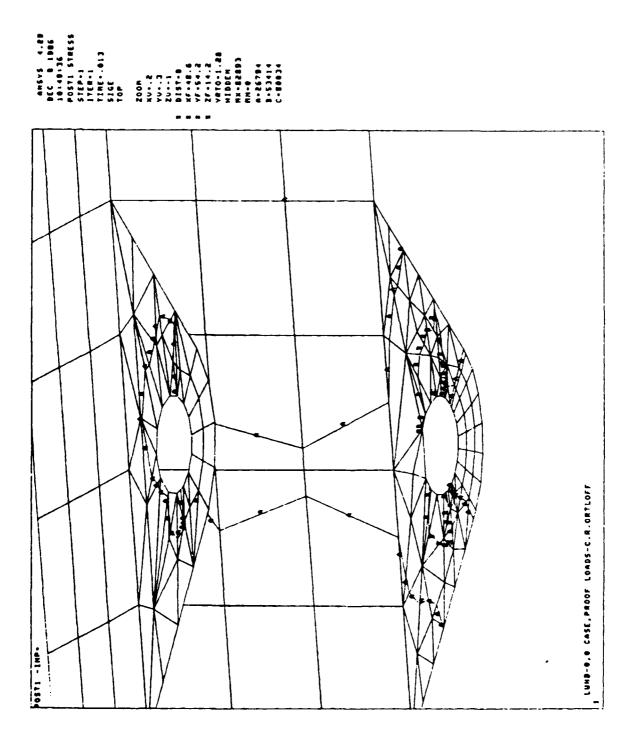
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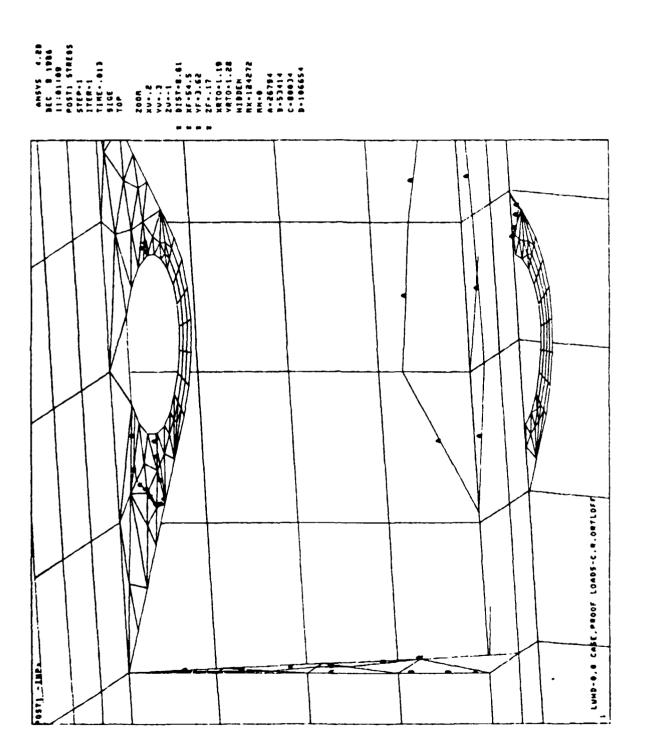
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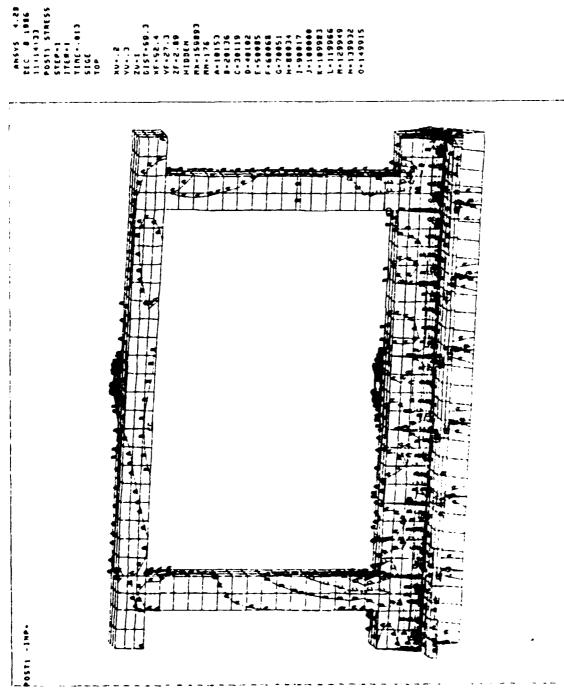
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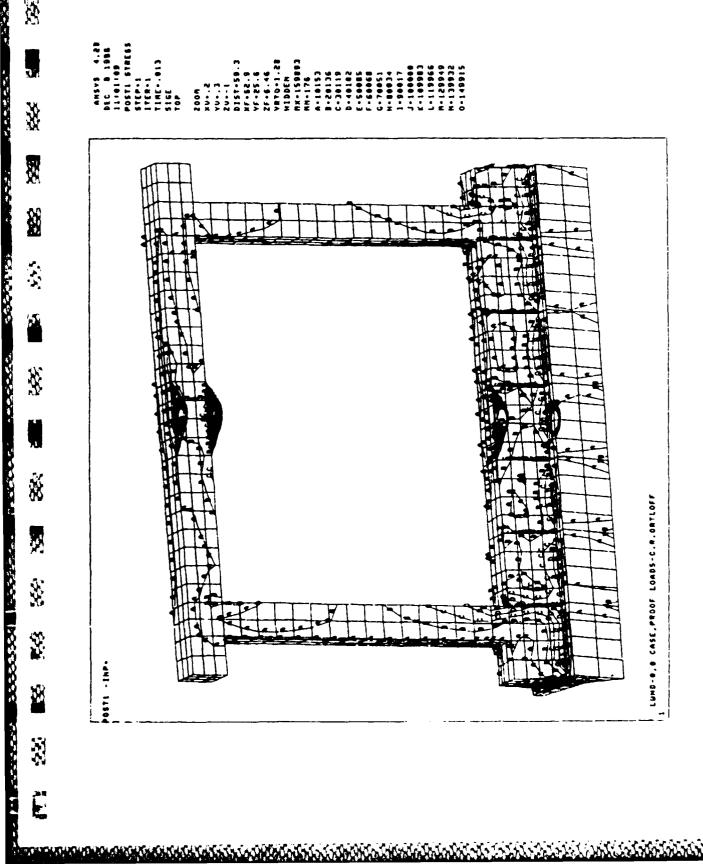
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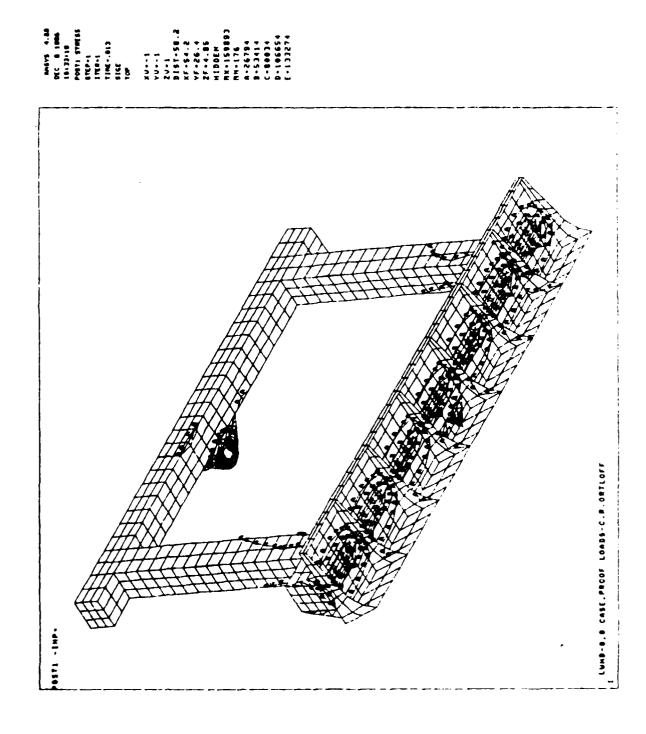
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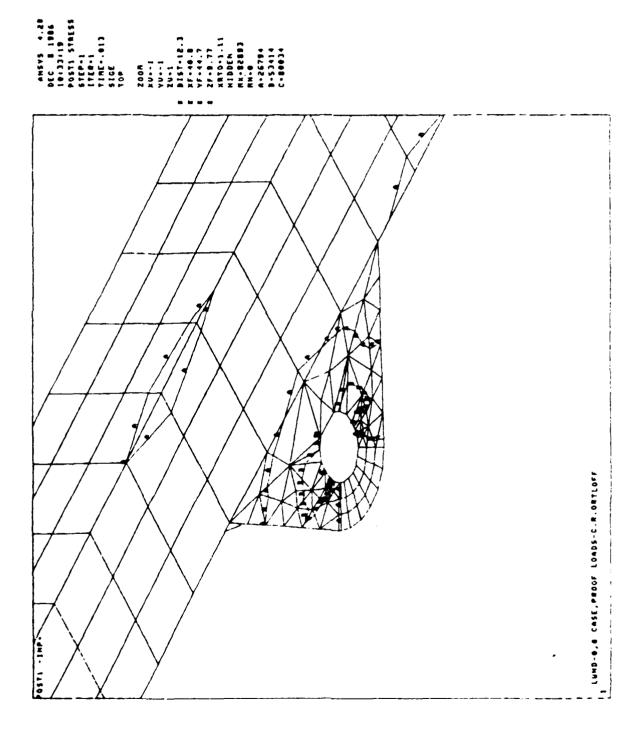
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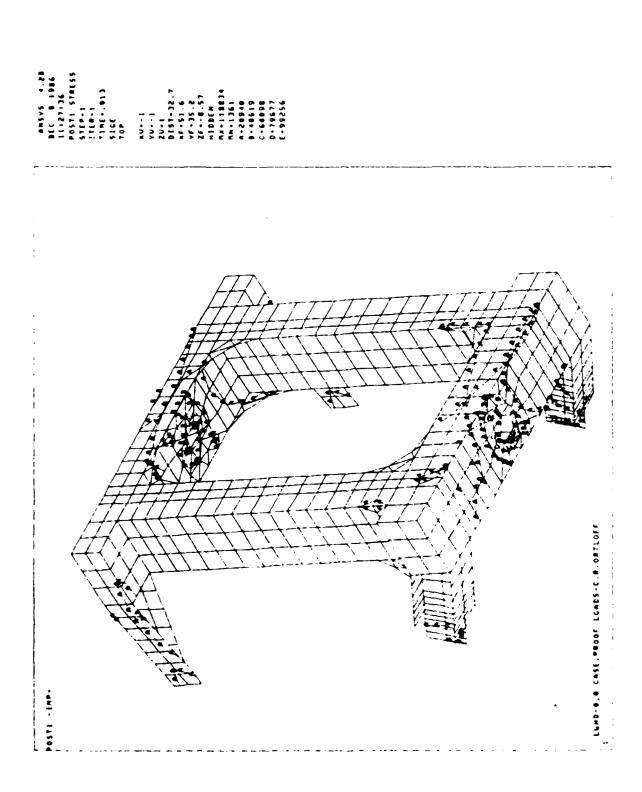
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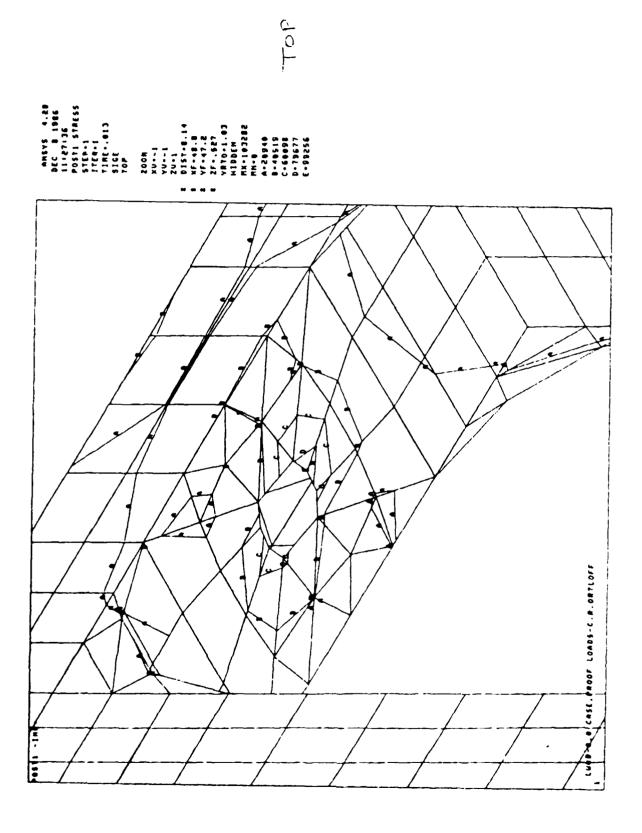
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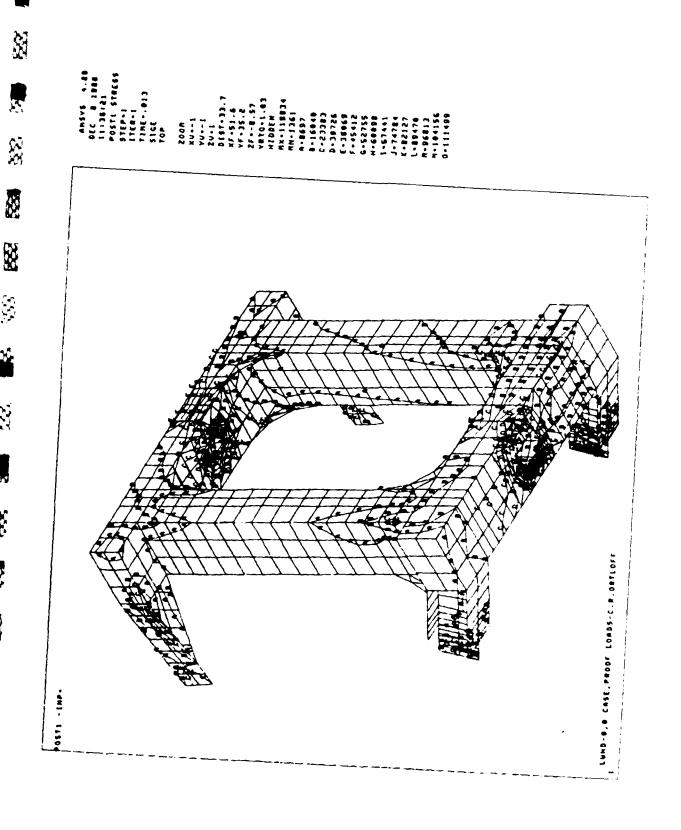
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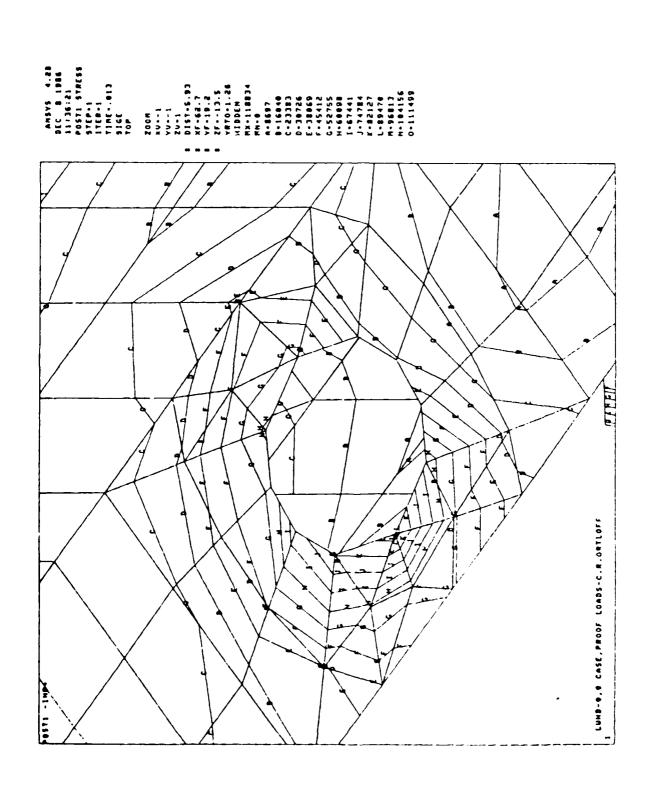
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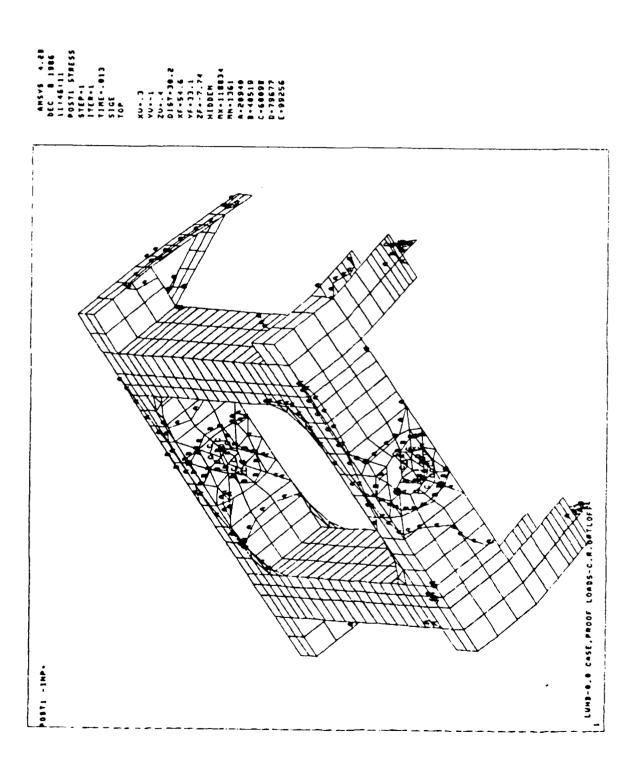
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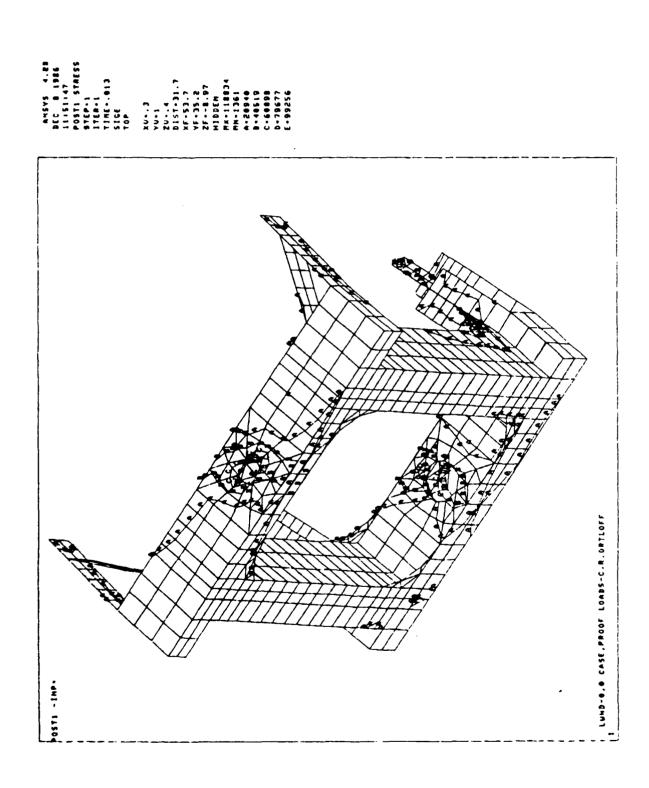
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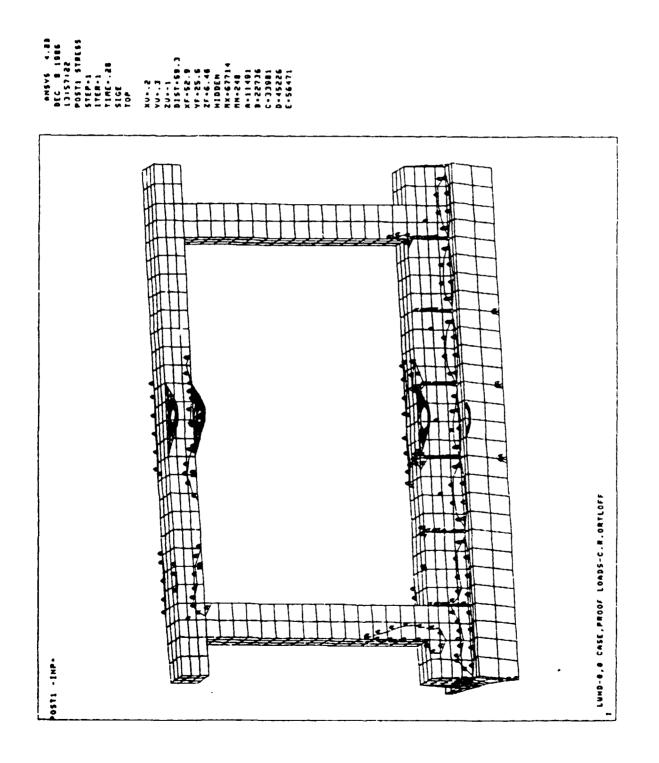
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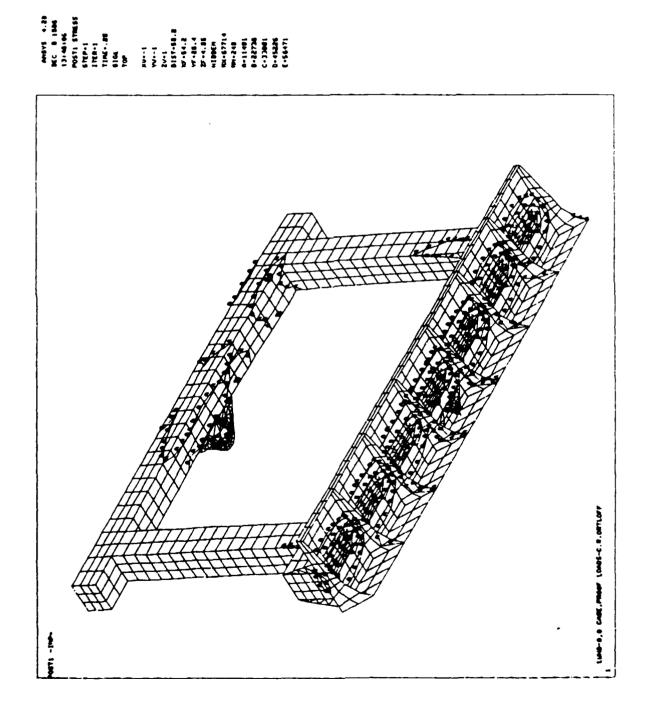


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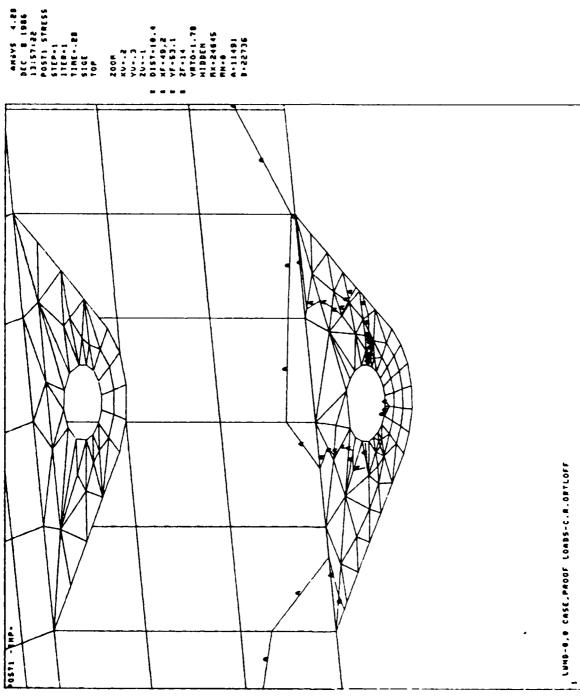
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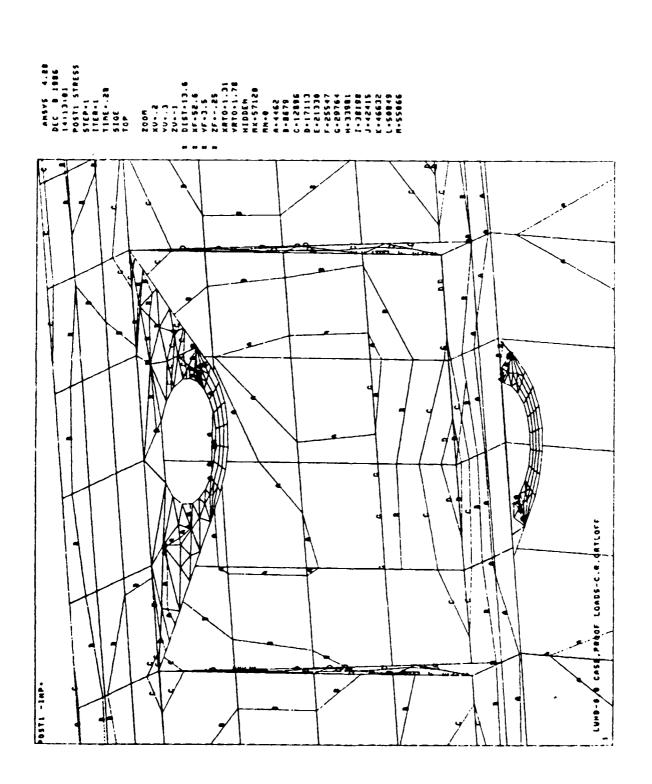
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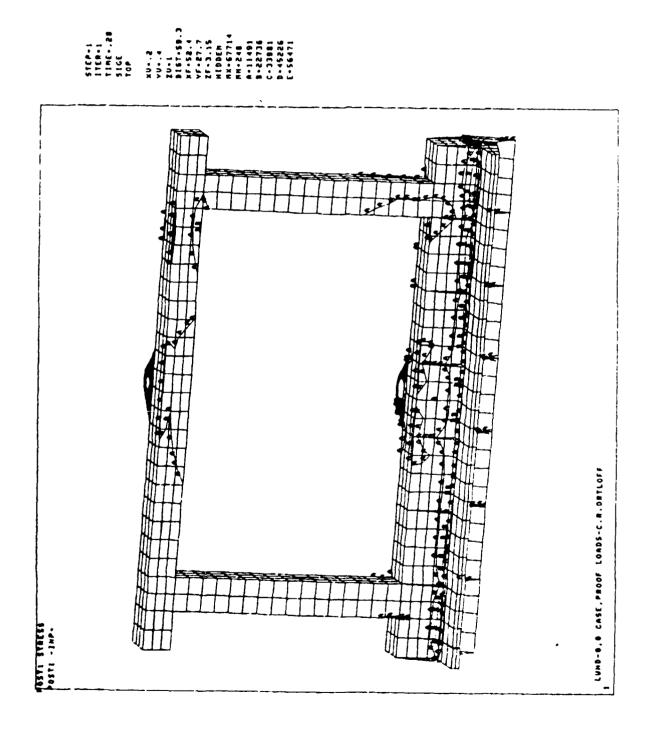
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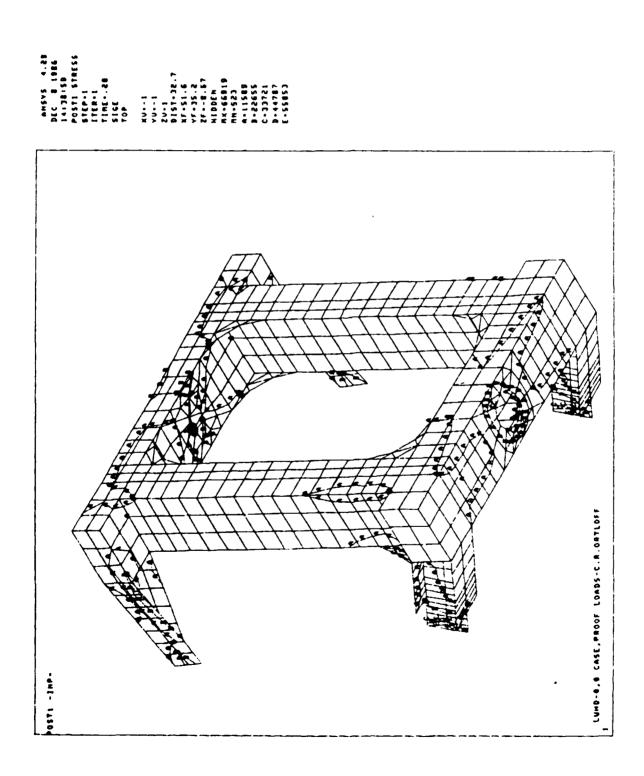
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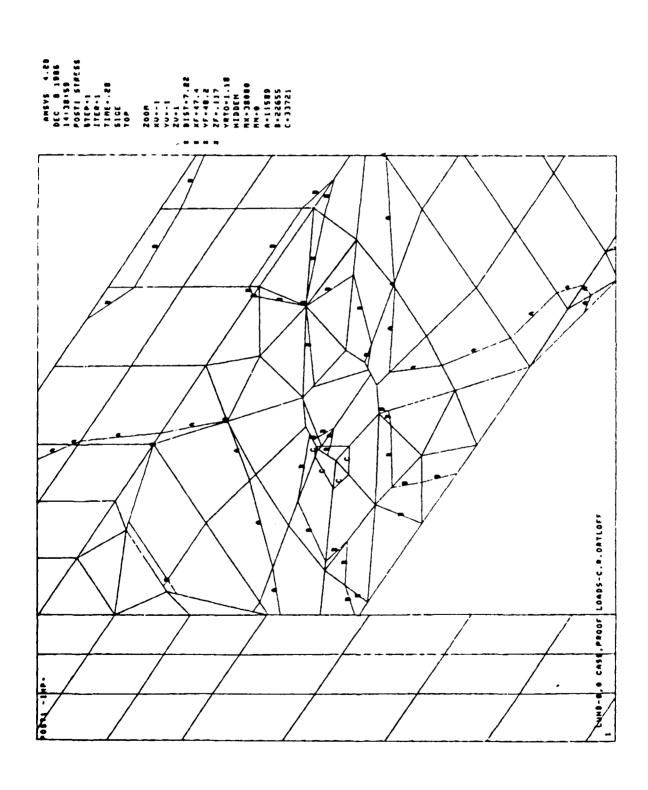


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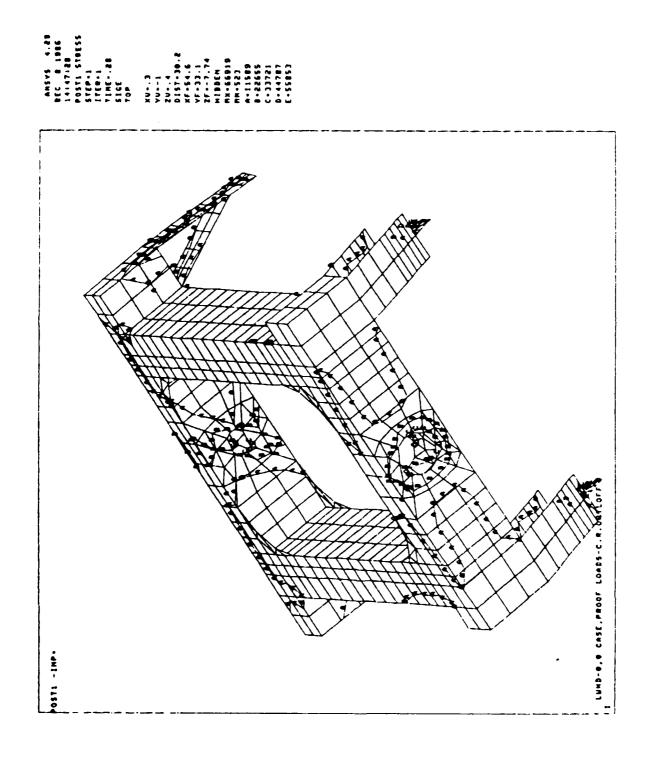
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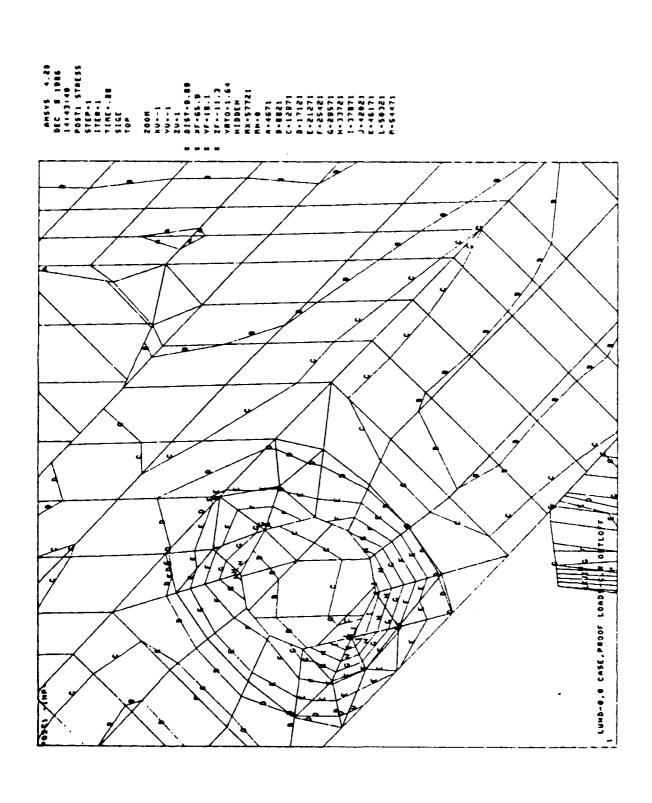
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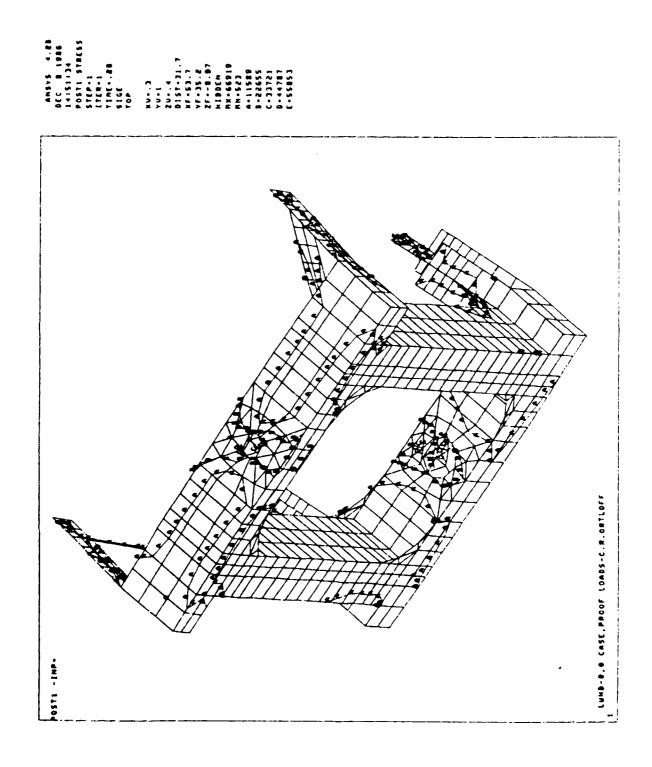
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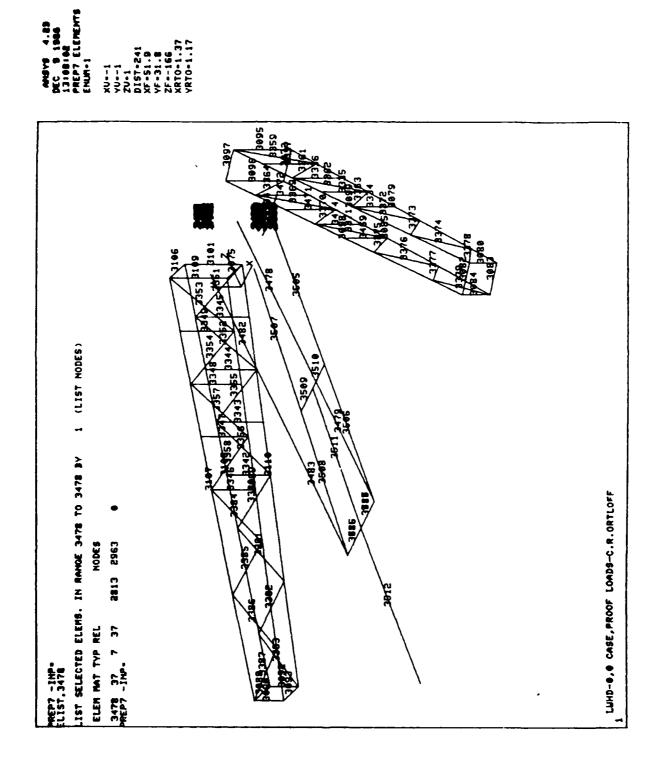
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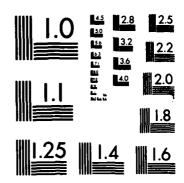
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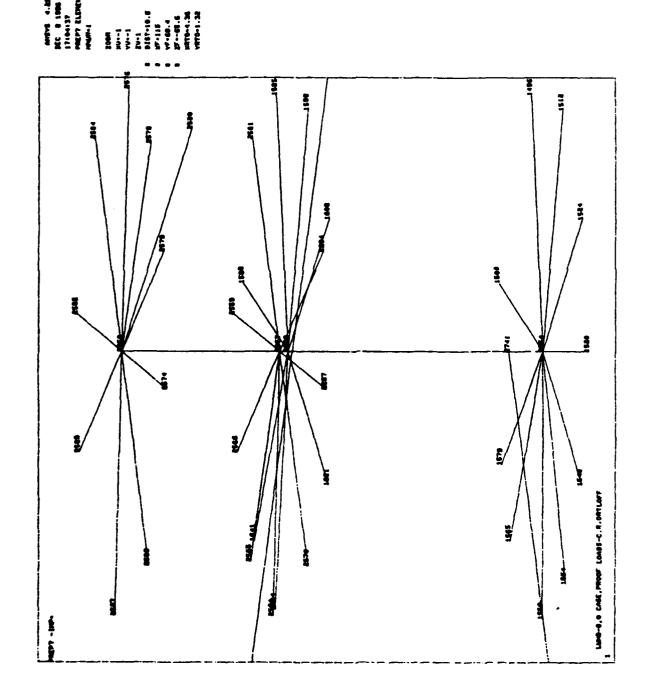
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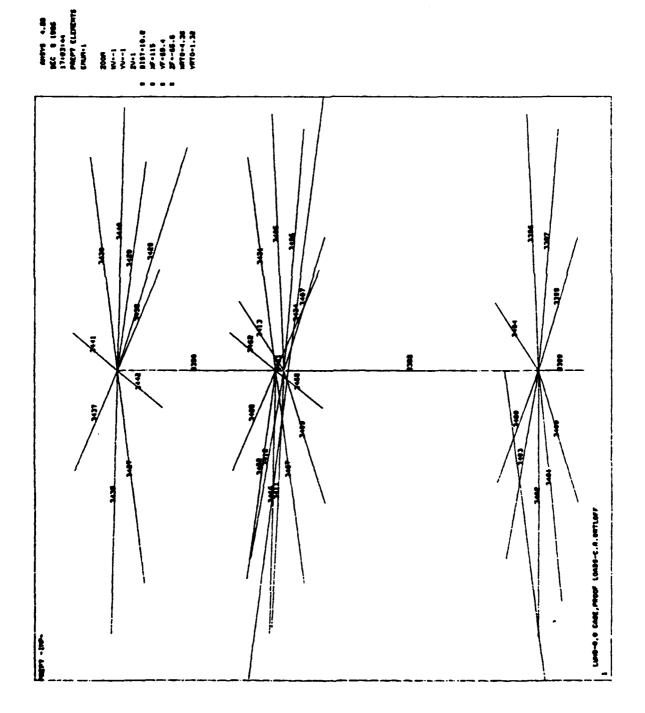
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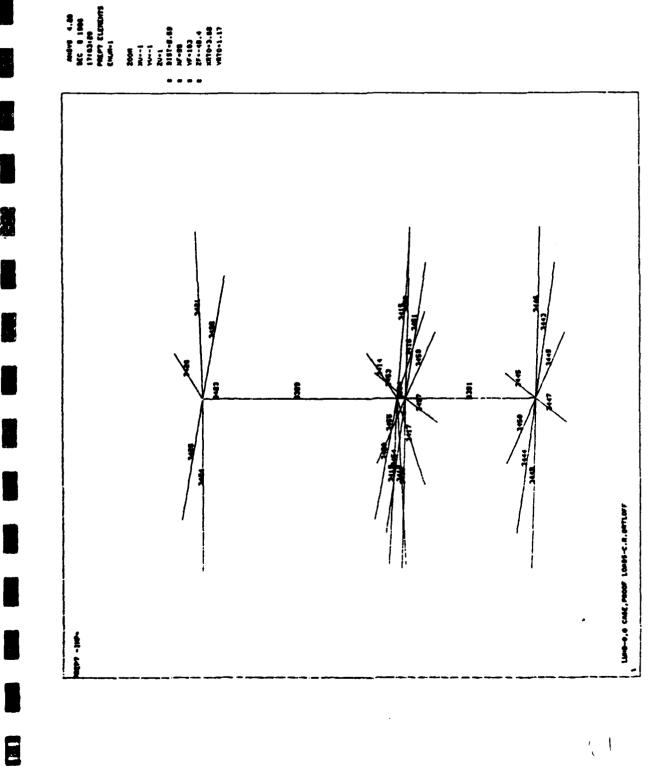


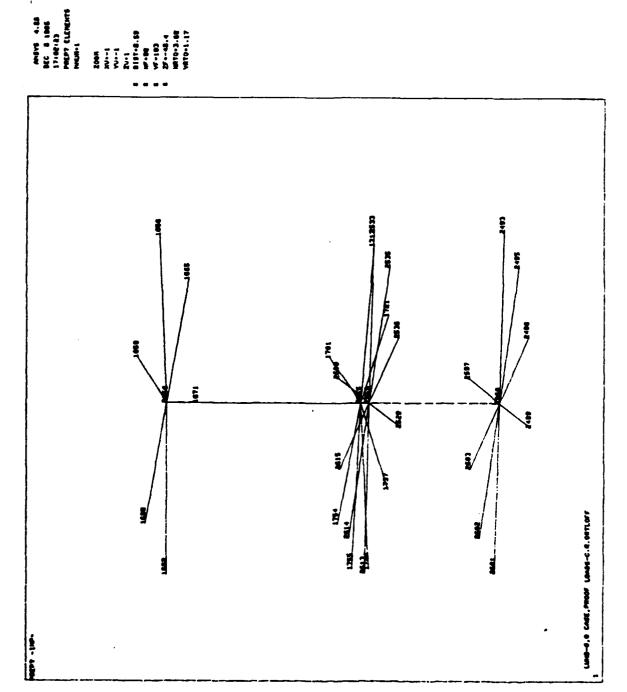






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## Central Engineering Laboratories Santa Clara

Interoffice

o L. Libhardt\*

Date January 14, 1987

From

C. R. Ortloff

Subject

ESTIMATES OF THERMAL EXPANSION STRESSES IN THE LTHD CRADLE

cc A. Amberg

E. Thuse

R. Kazares

J. Ries

B. Rathe

B. Zierwick

B. Anderson

\*(29 figures)

Although the composite cradle design is currently undergoing design revision in geometry, materials selection, and fabrication method, nevertheless it is instructive to determine the order of magnitude of thermally induced stress on an earlier cradle model. This earlier cradle version has many similarities to the proposed later version and represents a fall-back design should later design not prove adequate.

The wall model in the sandwich plate used for the present cradle analysis is the [0/45/-45/90/-45/45/0]<sub>S</sub> Gr/Ep filament wound laminate for which thermal expansion coefficients(TEC) have been provided (LL to CRO). The provided (TEC) value has been crosschecked with results from the UCLA Seminar Notes "Design Technology and Applications of Composites Engr. 847.34, P. K122, K162-165, 1982) and found to be in reasonable agreement for the given stacking sequence. Results for a 100°F temperature excursion over ambient (70°F) are summarized below. The nomenclature used to describe the cradle lamina sequence as given in a previous memo (CRO to R. Rathe, 8-Dec-86) is used. As before, the ANSYS analysis program is the basis of reported results.

- o Maximum thermal expansion stresses exceeding 10 ksi in the fiber direction appear in: lamina 3 (-45°, Figure 475); lamina 7 (0°, Figure 483); lamina 8 (45°, Figure 484); lamina 9 (-45°, Figure 486); lamina 10 (90°, Figure 488); lamina 11 (-45°, Figure 490) and lamina 12 (45°, Figure 493). Of these, the lamina 10 stress (16 ksi) is the largest (Figure 488).
- o While many high stress regions occur around the manifold to inner Gr/Ep layer interface zones (Figure 486, for example), high stresses over 10 ksi occur over most of the cradle for lamina 10 (90°, Figure 488). The selection of a proper clearance value between the second manifold and the inner Gr/Ep layer should help to relieve the locally high contact stress levels. The first manifold joint, however, appears to experience high (16.9 ksi) stress due to the mismatch between Ti

L. Libhardt
Estimates of Thermal Expansion Stresses
in the LTHD Cradle

January 14, 1987 Page 2

and Gr/Ep thermal expansion coefficients (3 to 4X). These additional thermal stresses should be taken into account for the forward joint design as the joint interface may not show much Gr yielding ander dynamic loading and undergo brittle failure. The joint needs special design considerations and possible use of buffer strips. Stresses are large in the vicinity of the cradle cut-outs for certain lamina (see, for example, Figures 475, 484, 486, 488 and 493).

- o A rough calculation of compressional fiber buckling stress using the CMAP equivalent modulus in the load direction indicates that there may be local fiber buckling or crippling near the first manifold joint under the proof impulse loads (for the "old" filament wound cradle design). A layered beam column FE model under compressive impulse loads would be constructive to investigate local stability. Although buckling stress or load prediction is very approximate, nonetheless, this forward joint zone should be analyzed with local FE detailed models.
- A comparison of the University of Delaware CMAP thermal stress program results (Memo: CRO to L. Libhardt 22-Dec-86) to present detailed thermal stress ANSYS results confirms that thermal stresses as high as 15 ksi may occur within the cradle laminate. The presence of hygrothermal (moisture absorption loads) is not considered in the present analysis but can result in a reduction in modulus (10-15%), softening of the epoxy resulting in a lowering of failure criteria epoxy stress values and induced stress (due to swelling) within the laminate. These stresses can be on the order of several thousand psi as indicated by the CMAP results.
- o Decreases in temperature may cause contractions and local curvature changes in the Gr/Ep cradle laminate such as to bind the second manifold to the interior wall of the cradle. The sliding motion of the manifold will therefore be impeded if the clearance is too small. A FE model analysis can predict temperature contraction effects to decide the appropriate Gr/Ep inner wall-to-manifold plate clearance.
- o Use of layered Gr/Ti sheets to compose cradle end joints (to connect to the gimbal) should be analyzed for thermal expansion layer stress as the CTE for each material differs widely.

C. R. Ortloff

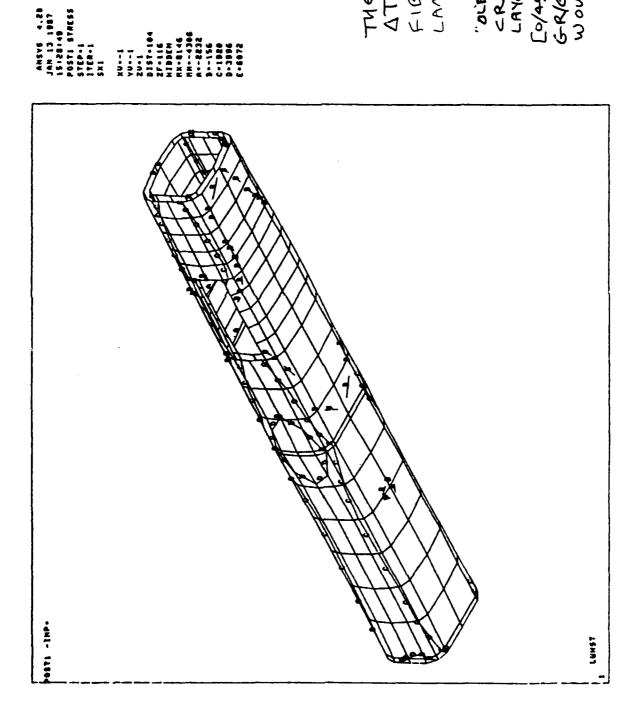
LAMINA 1 "OUB DESIGN" CRADLE -29 LAYERS; WALL [0/45/-45/40/-45/45/0]<sub>5</sub> G-R/EP FILAMENT WOUND STRUCTURE

THERMAL STRESSES

AT = 100°F

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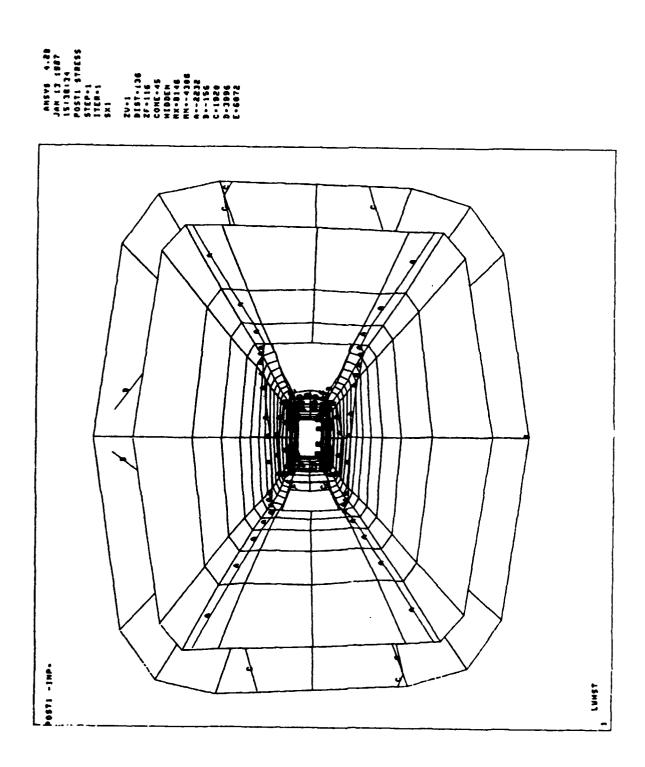
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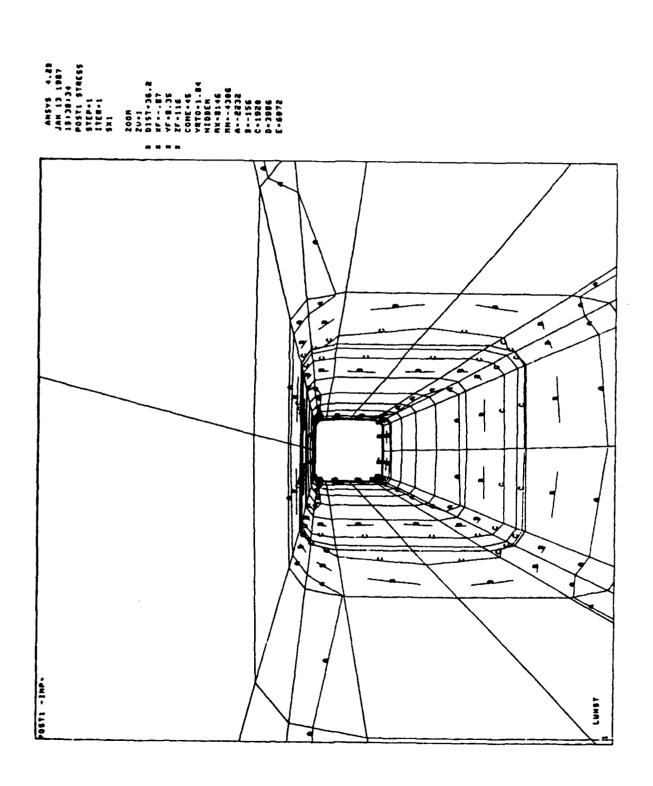
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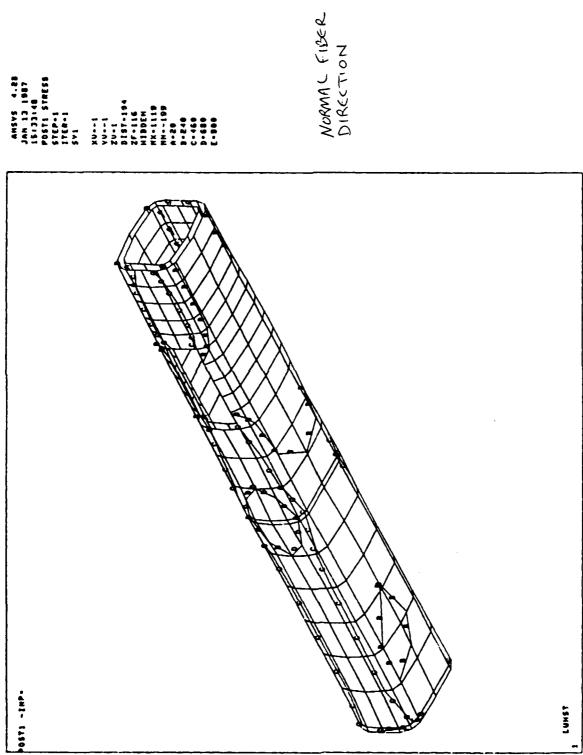
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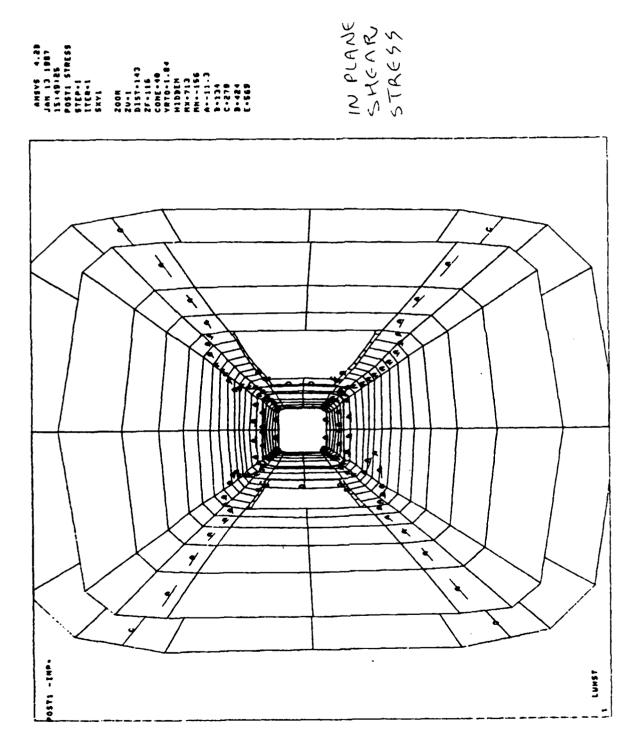
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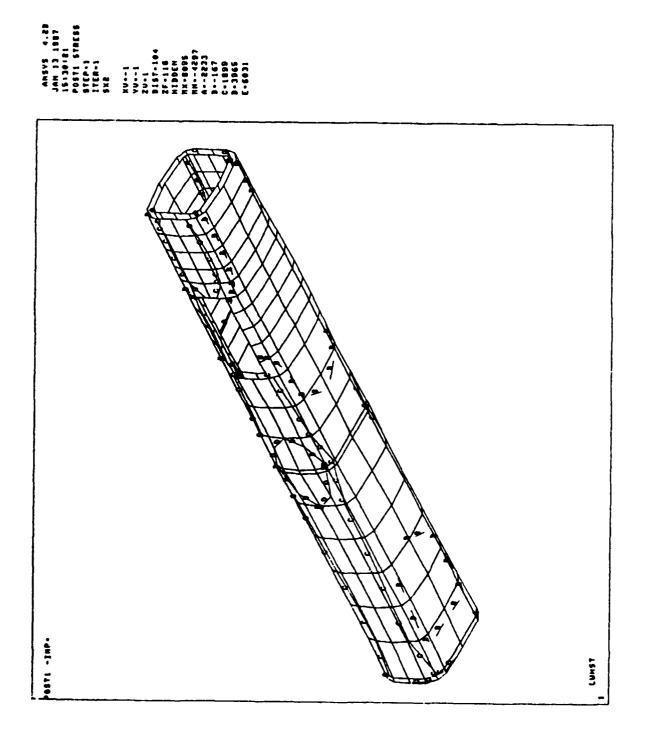
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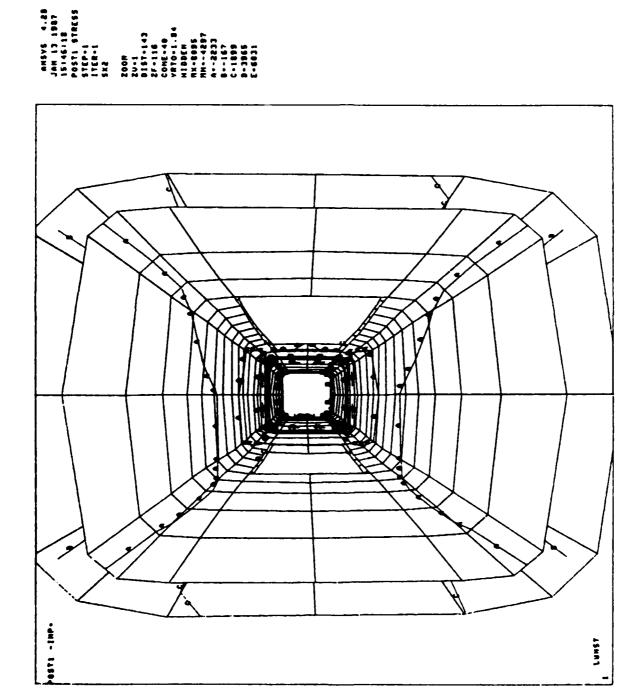
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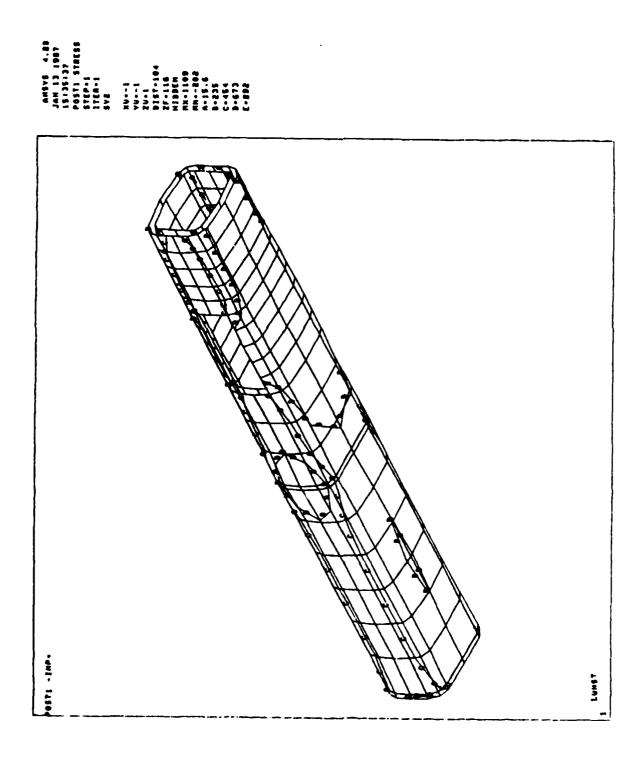
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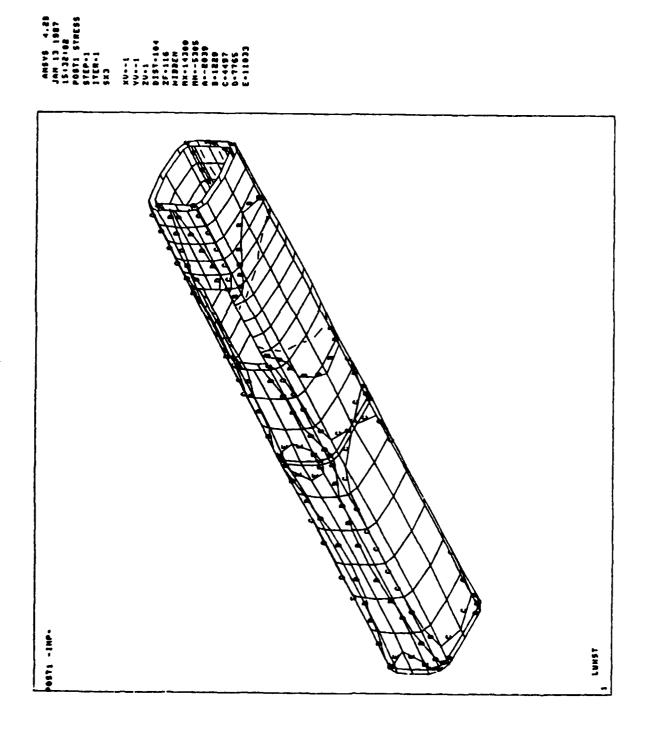
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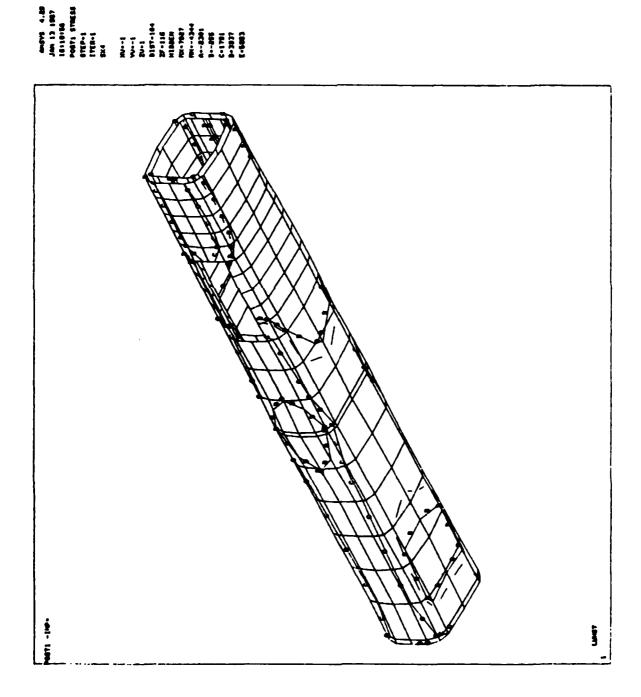


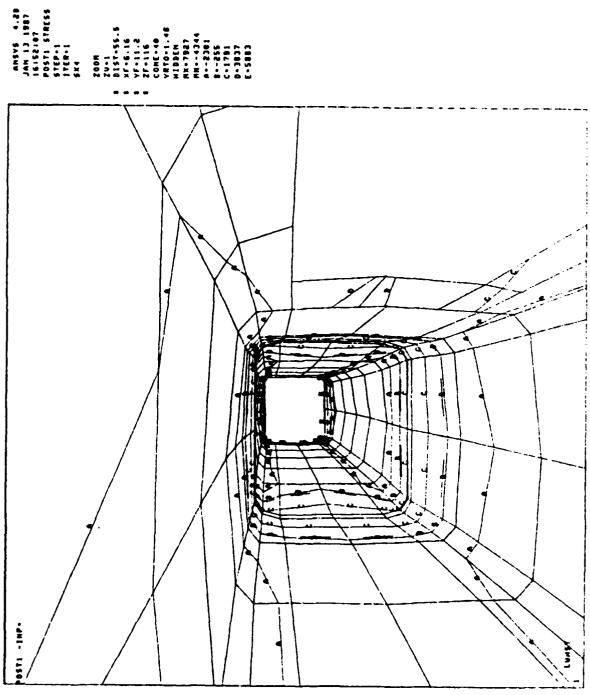
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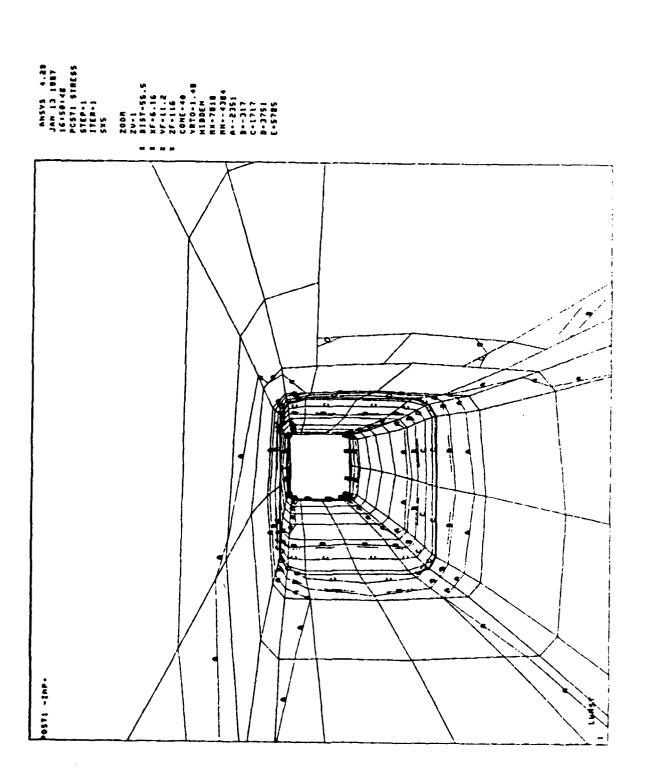
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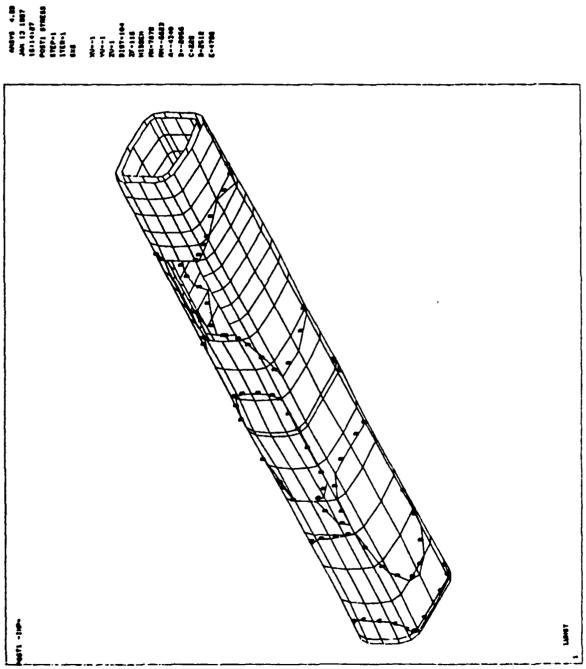
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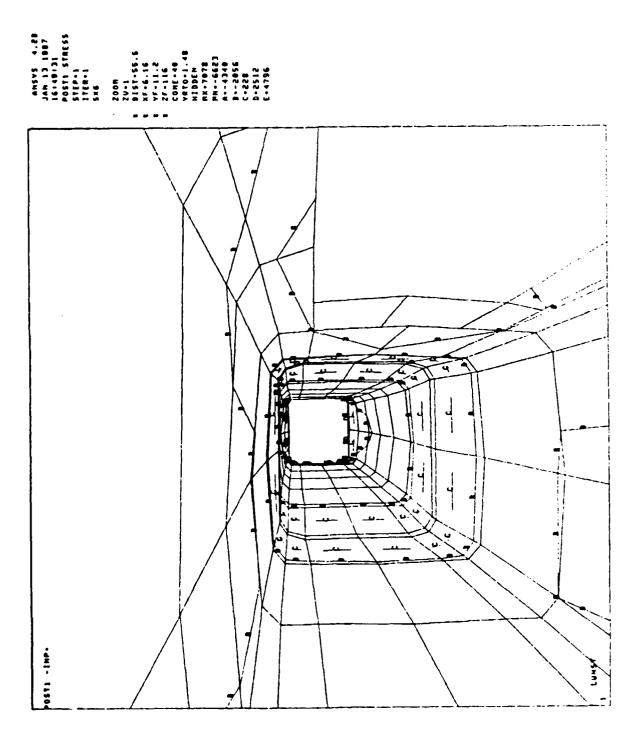
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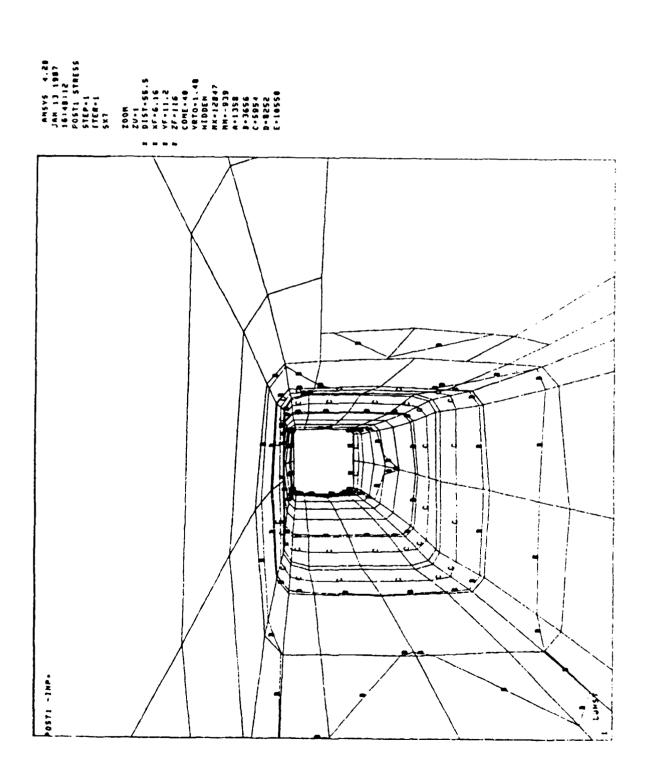


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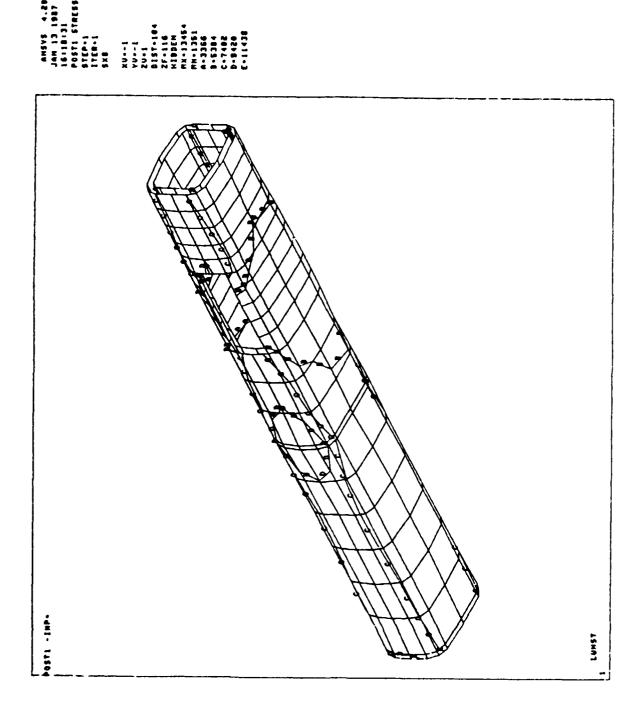
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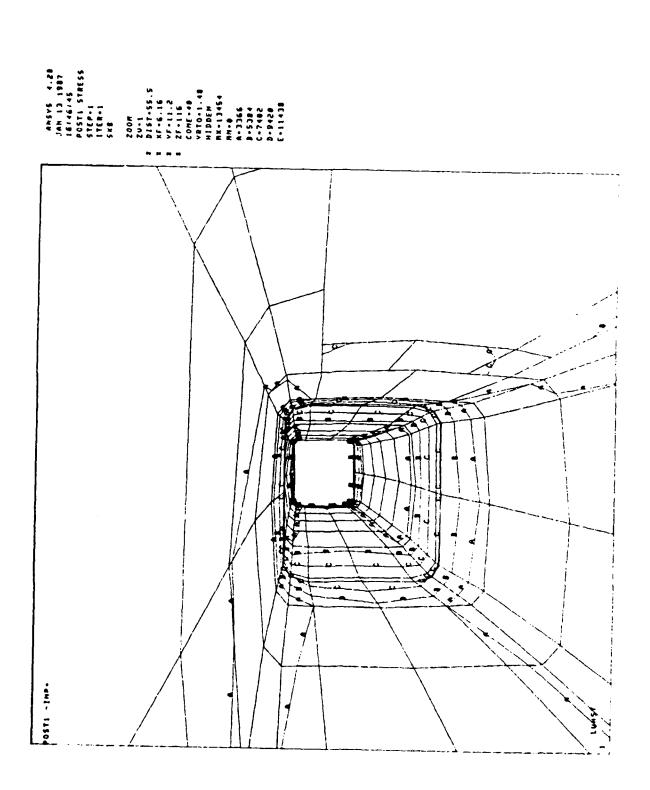


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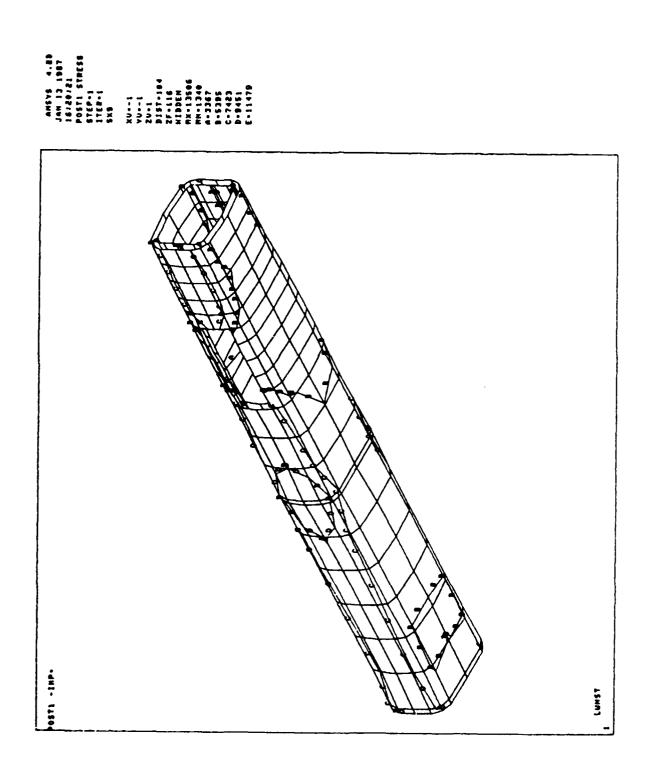
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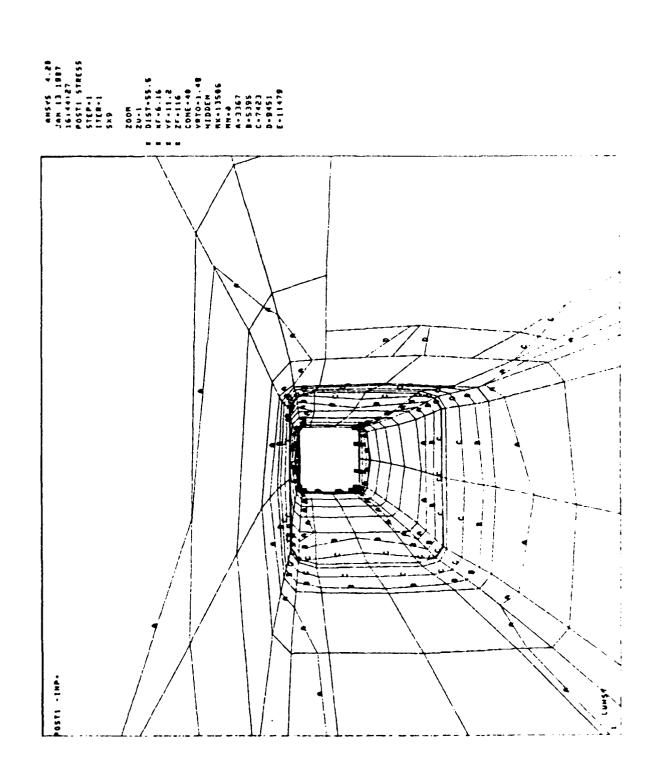
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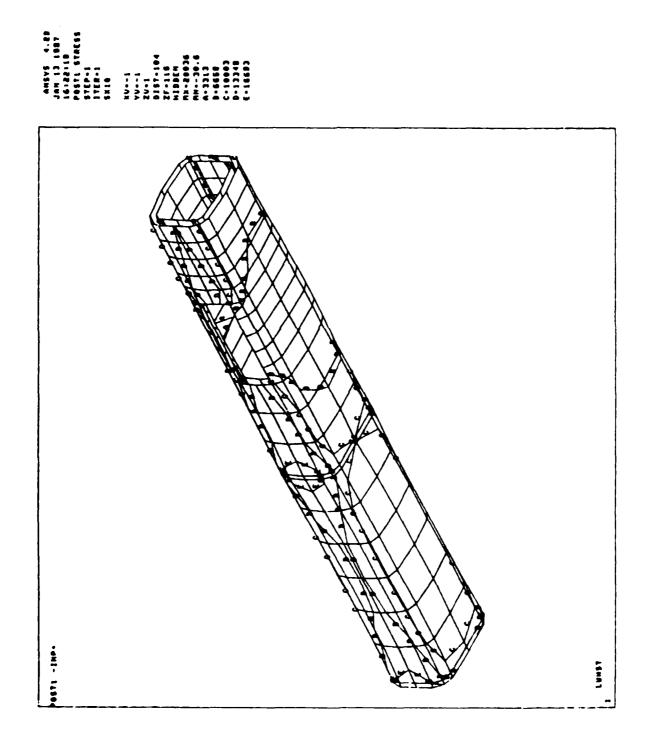
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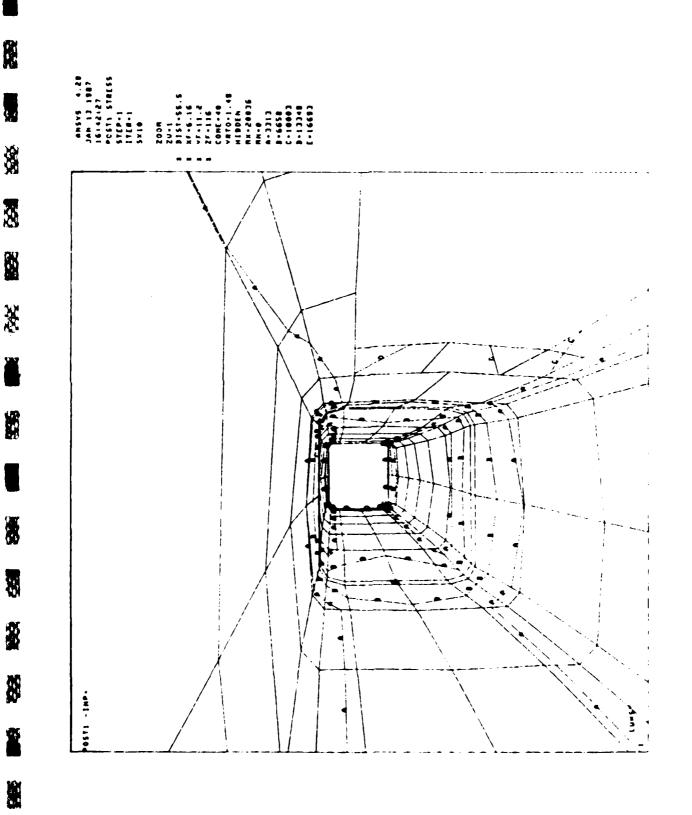
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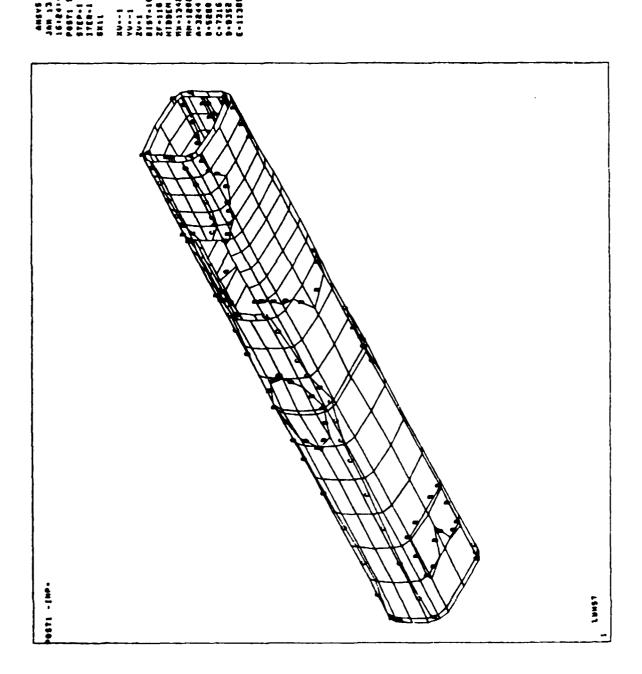
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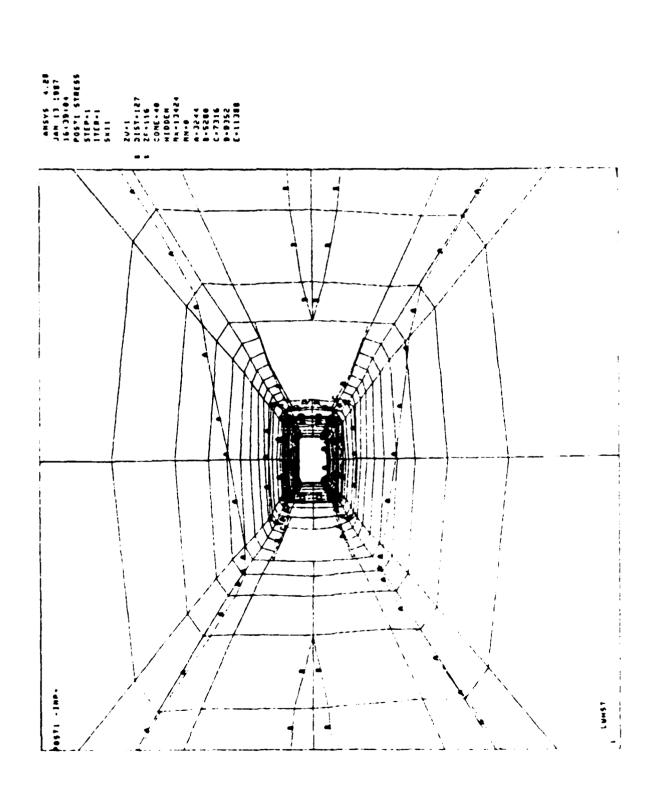
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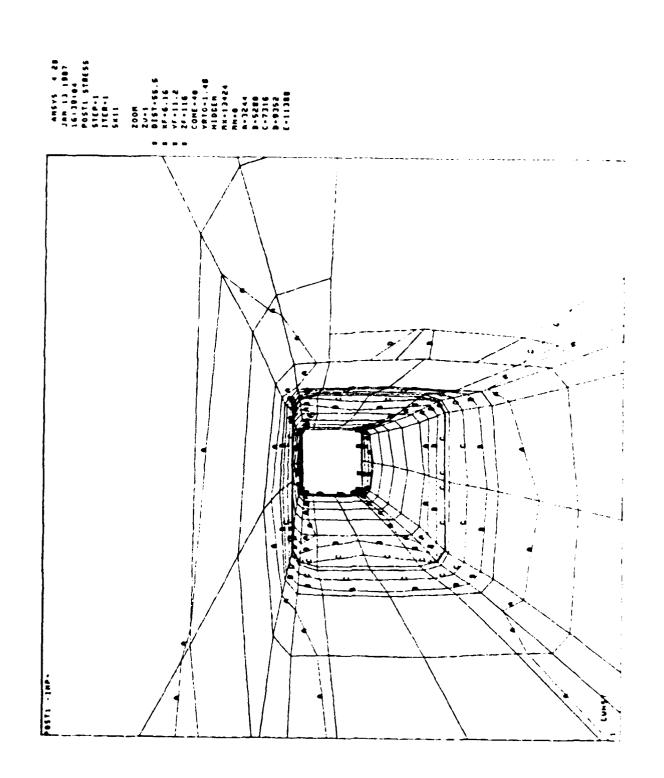
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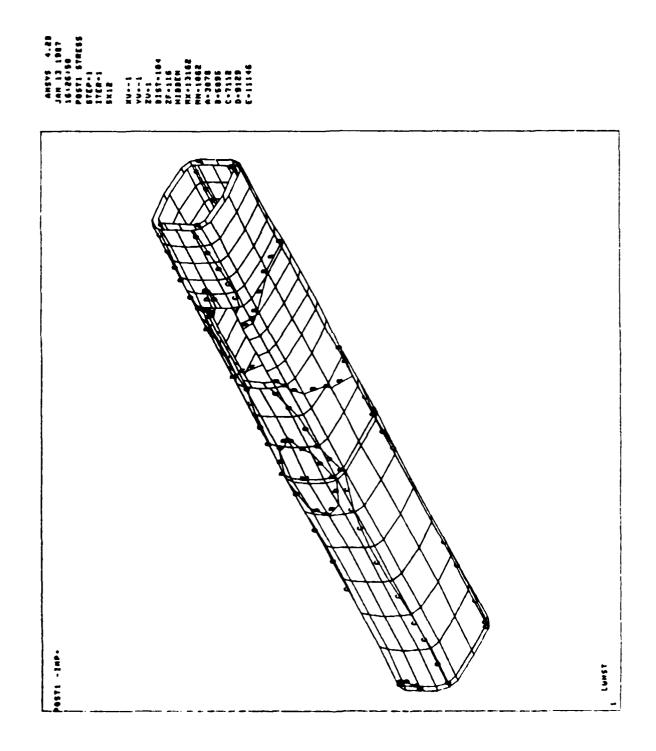
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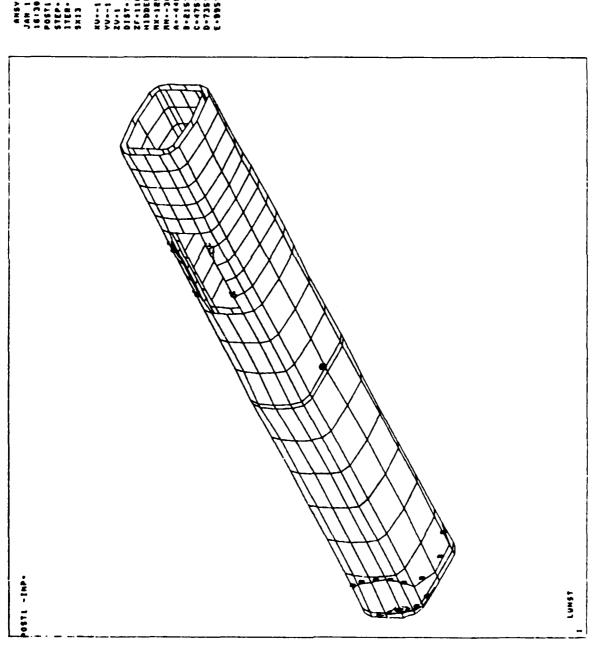
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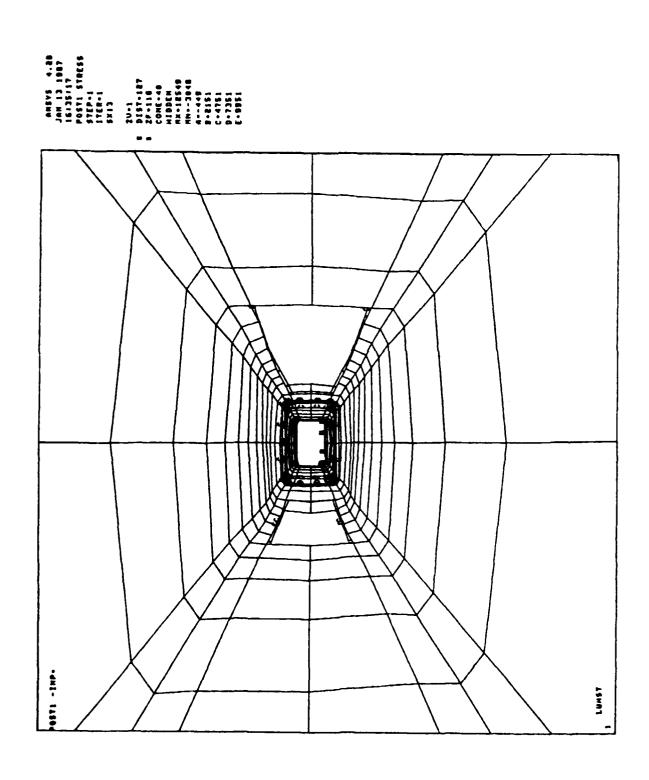
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CEL MEMO: DECEMBER 22, 1986

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Interoffice

L. Libhardt\*\*

Date Dec. 22, 1986

From

To

C. R. Ortloff

Subject

REQUEST FOR INFORMATION: DESCRIPTION OF
THE FINITE ELEMENT MODEL(S) - LWHD PROGRAM
& FURTHER INFORMATION OF THERMAL & MOISTURE
STRESS LOADS

cc E. Thuse

R. Kazares

A. Amberg

R. Rathe

E. Alexander

B. Zierwick

\*\*one copy of original

figures only 264-269

Shown in figures 264-269\*\*is the total system model used for dynamic studies and stress analysis. This information was requested by L. Libhardt on 19 Dec 86 for purposes of having presentation materials available for ARDEC presentations on finite element analysis by NOD staff.

The ANSYS model (3400 elements) consists of rectangular STIF 43 elements and triangular STIF 48 elements for the gimbal and platform structure (Figure 265). A separate file was made for the gimbal so that it could be added to the platform file in rotated positions (representing the  $22.5^{\circ}$  off-axis rotation cases). Appropriate density values and material properties for Ti are specified for platform, gimbal and spade.

Representations of trailing arms are made in the form of a foam core sandwich upper plate (9 Gr/Ep lamina [0/45/-45/90/0/90/-45/45/0]) over a 2-inch Rohacell core with a metal matrix truss structure (AI/SiC) and Ti bulkhead reinforcing plates (after the Concept 3 Trail Drawing, 10/29/86 and 11/12/86, D. Langerud). ANSYS STIF 53 elements were used for the composite part of the trail structure. The section properties of the hollow cross-section beams were input together with appropriate materials and geometry properties. Since I have had no update on details of this part, I am using the most current model. The trail ends (toward the platform) are connected to nodes on the platform. A STIF 4 beam representation of the cradle is next input into the model and connected to the appropriate lower gimbal mount points. This beam model is made rigid (no attempt is made to model the cradle X, Y, Z, ROTX, ROTY, ROTZ stiffnesses) and the appropriate mass distribution and rotational moment of inertia is duplicated. The CG location of the cradle is duplicated approximately also. Beam elements (STIF 4) or STIF 10 cable elements are used to model the cable attachment to the gimbal. This latter element has a bilinear stiffness matrix, i.e., the stiffness is made zero if the element goes into compression. No bending or torsional stiffness is associated with this element. For

<sup>\*</sup>Figures are numbered consecutively in sequent memos to avoid reference difficulties when referring to figures in different memos.

Libhardt Memo Dec. 22, 1986 Page 2

cases for which the STIF 4 element is used, EI is made small to duplicate the negligible bending stiffness of the cable. Reference to ANSYS Manual, V. 1, 4.10.1-4 provides a description of this element. This latter element is incorporated into later dynamic runs.

The upper and lower shaft arrangement is shown in figures 267 to 269. Beam elements (STIF 4) with appropriate geometry, inertia and materials properties are input for upper and lower shafts. Those shafts connect the gimbal to the platform. Since the STIF 4 elements have no rotational stiffness, this simulates the torquefree action of gimbal on the platform connection, i.e., no torque is transmitted through the connecting shafts between gimbal and platform.

The shafts are mounted to the appropriate gimbal and platform tabs and bearing surfaces by means of rigid beam elements so as to transmit bending and tension/compression loads. These loads are converted to shaft stresses by means of methods described in the ANSYS Manual, V. 1, 4.4.1-5. A lower connecting beam from the shaft bottom provides additional support to prevent Y translation of the lower shaft. A further beam is attached between gimbal and platform (Sketch L. Libhardt to CRO 11/15/86) to prevent relative gimbal/platform rotation about the shafts under load cases for which torque is transmitted to the gimbal. The FE models are sufficiently detailed to use as design tools for component stress analysis. Use of a smaller number of elements in a "simplified" model for this complex assembly will give erroneous global stiffness values for all components and thereby misrepresent the dynamic motion and concomitant stress states. (Note the tab detail in figure 267, for example). For metal parts, SIGE stresses are sufficient on the outer surface. For composite parts, STRESS commands up to level 3 must be issued before the SET command to store lamina stress data.

Use of /PREP6 preprocessor methodology is employed to construct the impulse force vs. time curves representing proof load recoil and firing torque loads. This .F23 file is edited to the .F27 file and run as a restart to obtain dynamic motion of the system. Output from the 30 CPU hour run consists of dynamic motion history of some 200 key Master Degree of Freedom points throughout the structure. At appropriate peaks of these curves, a stress pass can be performed to get a stress "snapshot" at any time of the entire structure (see for example, memo CRO to L. Libhardt, 12/17/86). Use of Linear Transient Dynamic Methods (KAN,5) are employed (V. 1, ANSYS Manual) to obtain a solution. Integration time steps of 0.001 sec. are used together with ramped loading between time steps to avoid numerical instabilities connected with the zero stiffness (under compression) cable elements. Use of coupling equations in all degrees of freedom

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L. Libhardt Memo Dec. 22, 1986 Page 3

(except X rotation) at the cradle end-gimbal mount is made to allow for relative rotation of the cradle at these bearing points. (You may wish to rigidly pin this joint at some later time to prevent cable creep and dynamic stress effects typical of Kevlar cables under dynamic load. This will prevent resetting of the firing angles between shots and improve gun pointing accuracy). For offaxis firing, a local coordinate system is used for the combined gimbal-cradle system so as to input both firing torques and constraint/coupling equations correctly. The system is loaded with lg at all times during analysis time steps to provide a "restoring force" to the structure. The spades are pinned at their lower edge and have UY=0 constraints on the bottom horizontal surface at nodes between the vertical spade separator plates. The trail ends are not fixed. Use of UX=0 constraints on these separtor plates is also made for the 22.5-0, 22.5-72 firing cases to limit side thrust travel on the spades and model the plate stress distributions correctly. Postprocessing of the computer solution is made with ■POST1 and ■POST26 routines.

Preliminary runs have been made with CMAP to estimate the thermal expansion and moisture loads on a typical [0/45/-45/90/-45/45/0]Gr/Ep composite face sheet for AS-3501/5 for 2% moisture and a temperature difference of 100°F (hot, wet conditions). Stresses as high a 15 ksi maybe encountered in the 90° layers. These values are to be superimposed upon load induced stresses (Memo, CRO to J. Ries, 12/8/86). Although the CMAP results are preliminary (and will be updated by a further ANSYS cradle analysis with those effects included, they indicate additional problems for the original cradle design. It is suggested that in light of the dynamic amplification factor of 1 to 1.5 and the additional thermal expansion and moisture stresses (plus a not unreasonable safety factor of 1.5 to allow for manufacturing errors and defects plus residual curing stresses) that a redesign be considered along the lines suggested in the memo (CRO to R. Rathe, 12/8/86) if filament winding is to be retained. If a woven roving design is to be used, please forward your redesign to me at your earliest convenience so that I may modify my model accordingly and perform analyses.

C. R. Ortloff

The  $0^{\circ}$ -72° case has been postprocessed and will be sent to Larry Libhardt on December 29.

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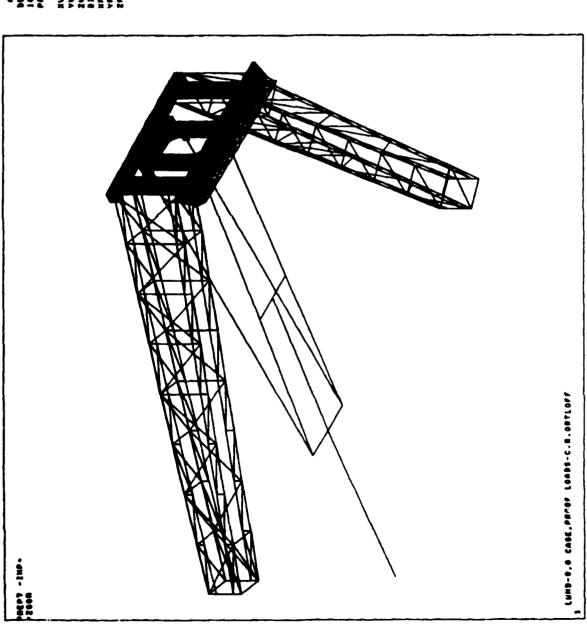
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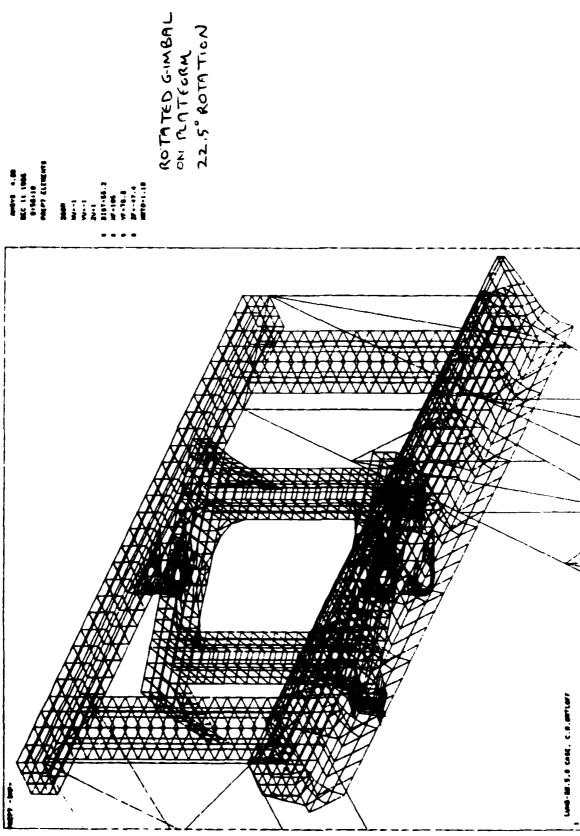
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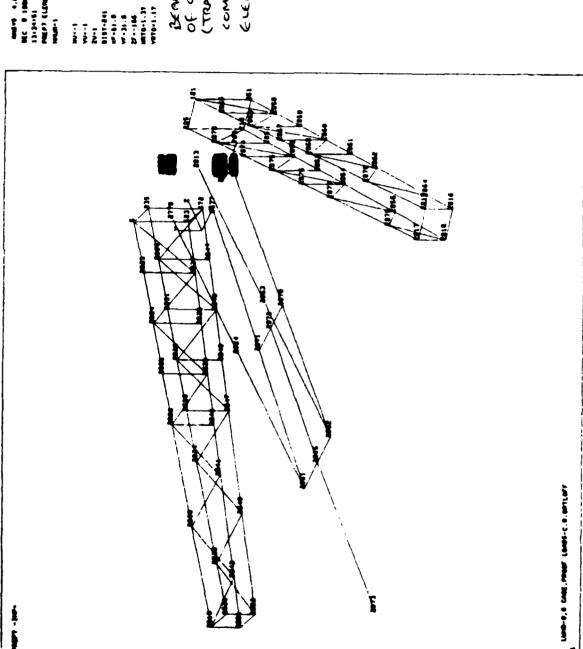


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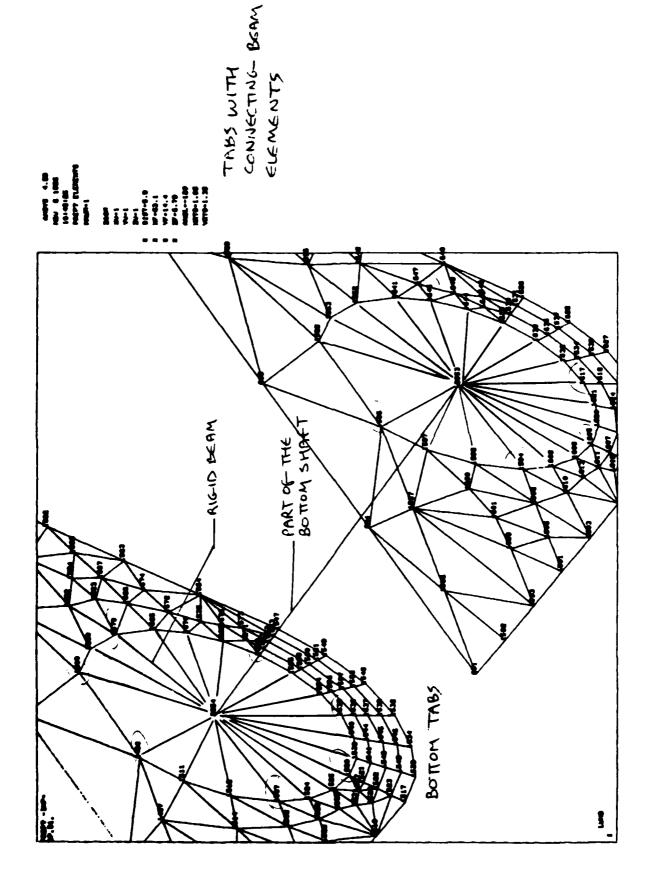
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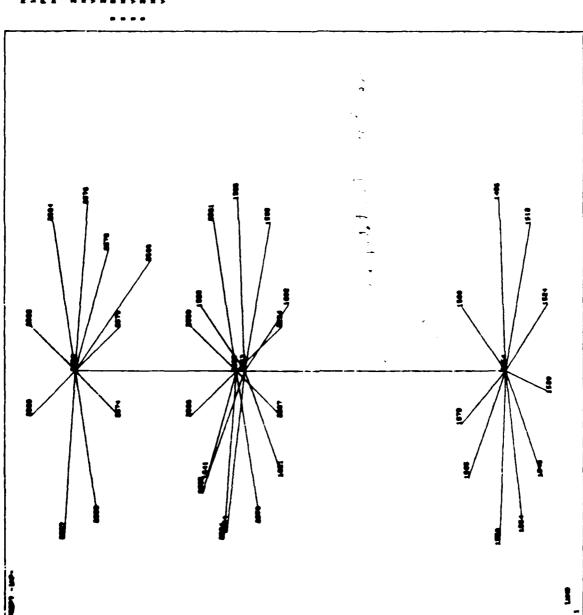
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CEL MEMO: DECEMBER 29, 1986

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## Central Engineering Laboratories Santa Clara

Interoffice

Larry Libhardt

Date Dec. 29, 1986

From

Subject

Secretary Secretary Property Inches

C. R. Ortloff

cc E. Thuse

A. Amberg R. Kazares

J. Ries

R. Rathe E. Alexander

B. Zierwick

STRESS RESULTS FOR THE O' ROTATION, 72° ELEVATION LWHD CONFIGURATION (GIMBAL, PLATFORM SPADE, TRAILS) UNDER PROOF LOADS. (114 FIGURES ATTACHED)

Attached are figures 270-384 showing dynamic deflection histories at MDOF nodes on the LWHD structure. Locations of many of these MDOF points have been previously given (Memo: CRO to L. Libhardt, 17 Dec 86). Boundary conditions for these runs are those of a fixed lower spade edge and UY=0 on the horizontal plate resting on the ground (hard ground emplacement assumption). The cradle is free to rotate about its gimbal mount point in the (vector) x-direction with only the cable providing a restraint against rotation. The model has been described in detail in a prior memo (Memo: CRO to L. Libhardt, 22 Dec 86).

Scales of figures 271-273, 275-277 and 281-288 should be normalized to zero deflection at zero time. The deflection scale normalization is necessary due to the fact that separate files (and coordinate systems) were appended to the cradle/gimbal file to form the total system model.

Figures 271-273 show a deflection-time history for a node (N 2915) on the cable (figure 270; The cable has a small EI value to insure its flexibility; this will produce a conservative deflection effect as the cable is not allowed to contribute any resistance to compressive bending effects along its length. The modulus is correctly chosen, however, to account for stretching effects under tension loads. Results indicate about a maximum of 0.5 inch UZ deflection (global coordinates), a maximum of 0.65 inch UY deflection and a maximum 0.07 inch UX deflection under load indicating that the cable/cradle system is stable for times between O and 1 second (the calculation time range). Since the masses of the cradle and cables are duplicated as well as the rotary moment of inertia of the cradle, the dynamic motion of the cradle/cable system can (at least) be estimated. Since the stiffness matrix of the cradle has not been exactly duplicated in the current FE model, the bending, twisting and compression effects of the cradle on the cable motion are not exact. Use of beam elements (figure 270) with high rigidity comprise the cradle and allow for limited flexibility in all coordinate directions. In final analysis, the cable/cradle system appears stable during and after firing and torque loads have been applied with the current approximate representation of the cradle/cable.

Figure 274 represents the UY (vertical) deflection of a node on the trails (see figure 270). This part has been modeled after the 12 CRD/861229/01

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Nov 86 drawing. As of 28 Dec 86 no drawings have been received of the trails to permit an upgrade in the FE model over the version described in the Memo: CRO to L. Libhardt, 22 Dec 86. Deflection in the UY direction indicates about a 0.25 inch "springback" liftoff of the trail and subsequent relaxation to a rest position, i.e., trail motion is stable under  $0^{\rm O}-72^{\rm O}$  firing loads. Note that "rest" deflection asymptotes in all figures reflect the 1g gravity load static deflection.

Figures 275-277 show the motion of N2976 on the cable (figure 270). In general, the same conclusions regarding the cable motion and its stability can be drawn from these figures as for those discussed earlier. Figure 278 and 279 represent further trail MDOF nodes.

The deflection stability at these nodes can be seen from the figures. Figures 287-288 represent the motion of the gun barrel tip. Again, the stiffness matrix of the cradle represented by near rigid beam elements only estimates cradle bending and deflection effects approximately but does allow for its "rigid body" motion due to the correct representation of mass and rotary inertia effects. The gun barrel tip motion is therefore only approximate. Also, the barrel moves in the Z direction with time, further rendering the estimates for barrel tip motion less valid with increasing time.

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Nevertheless, the estimates provided give an indication of stability of the system under dynamic firing loads. As can be seen from these figures, maximum vertical deflection of the barrel tip appears to be about 2 inches while maximum X deflection is about 0.5 inches. While most oscillations are sufficiently damped after one second using DAMP=0.2%, an upgrade on the Kevlar cable damping values will provide further detailed information on the effect of the cable on system stability. Better representation of the dynamics of the cradle/cable system await final design decisions on the redesign of the original cradle configuration in order to represent its stiffness matrix more correctly. Estimates of the motion of the barrel tip, with approximate representations of the dynamic properties of the cradle/cable system, nevertheless reveal a stable system with acceptable barrel travel dynamics. Presumably, the redesign of the cradle will be slanted toward a stiffer system than presently exists rendering the current approximate FE model of the cradle closer to the next design stage.

The remaining figures detail dynamic deflection histories for MDOFs on the platform/gimbal system. Locations of many of these nodes are detailed in the Memo: CRO to L. Libhardt, 22 Dec 86. The dynamic deflections are generally less than 1.0 inches in all (global) coordinate directions. From these figures, times at which maximum

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dynamic deflection amplifications exist (here chosen as 0.046, 0.031 and 0.258 sec.) correspond to maximum stress states in the gimbal and platform.

For the 0.046 second case, figures 307-331 give Von Mises equivalent stress results on the outside Ti surfaces of the gimbal and platform. Results are summarized below.

- Zones around the shaft connection openings in the gimbal fail locally as stresses exceed 80 ksi. This holds true for the two openings on the top box beam as well as the two bottom box beam elements. This type of local failure was also observed for the  $0^{\rm O}-0^{\rm O}$  case (Memo CRO to L. Libhardt, 17 Dec 86) under proof loads. These zones can be easily reinforced with weld-on or bolt-on plates around the gimbal shaft openings.
- o The lower gimbal-cradle attachment arms have local stresses exceeding yield stress (figure 310 for example). The reinforcement weld-ons appear to fail as stresses exceed yield stress by 40 ksi. These reinforcements need to be modified significantly to sustain the 0°-72° firing loads without failure.
- o The upper gimbal-cable arms appear to be adequate to sustain firing loads (together with the gravity load).
- o Triangular reinforcing plates (figures 316-318) appear overstressed especially in the central portion of the platform. Stresses are about 80 ksi maximum (figure 316) and indicate local yielding is probable.
- o Stresses in both top and bottom platform shaft tabs (figures 319, 320) appear to be sufficiently low to not fail under load.
- o Stresses in the upper box beam of the platform are very close to yield stress for Ti (figure 324). The upper box beam needs to be reinforced (additional thickness is sufficient) to lower these values. The presence of a welded box beam structure introduces the need for a reasonable safety factor to account for weld defects and the concomitant local stress concentration factors.
- o Maximum bottom shaft stress is 29800 psi at Node 3388 from figures 329-330.
- o Top shaft stress is about 40 ksi.

Results at 0.258 second are as follows:

O Stresses in the top gimbal to cradle arms again exceed yield CRO/861229/01

Dec. 29, 1986 Page 4

stress (similar to results from the 0.046 sec case). (See figure 342, 348 for example.) These upper arms need to be reinforced as well as the local connecting structure (figure 349, 350 for example) on the gimbal.

- o Global vertical UY deflection of the gimbal appears large (figure 360) in the region of the lower arms corroborating the high stress values in these zones. Remaining UZ and UX deflections are small.
- o Bottom shaft stress is about 10 ksi, top shaft stress is about 40 ksi (figures 366-377).

Results from the 0.031 second run are as follows:

- o Stresses for both upper and lower gimbal arms exceed yield stress under proof loads (figure 376 for example). These arms need reinforcement as indicated by this and the prior two time cases.
- o The gimbal upper and lower box beam shaft openings similarly exceed yield stresses and need reinforcement (see figure 376 for example). Without reinforcement in these zones, gimbal failure is imminent as yield stresses are exceeded by as much as 20-40 ksi (see figure 378 for example).
- o Bottom shaft stress is about 21 ksi; top shaft stress is about 40 ksi (see figures 381-382).

General conclusions for the  $0^{\circ}$ -72° load case:

- o The upper and lower gimbal arms appear to fail under dynamic load as stresses can exceed yield stress by 20-40 ksi.
- o The gimbal shaft openings for both upper and lower box beams fail locally around the opening zone. Local reinforcement in the form of weld-on or bolt-on box beams is required to prevent part failure.
- o In general, both platform and gimbal in regions away from local failure zones exhibit stresses that can be as high as half of the yield stress. In that a welded box beam Ti structure is used for both platform and gimbal, a reasonable safety factor must be used to allow for weld defects causing local stress concentrations.

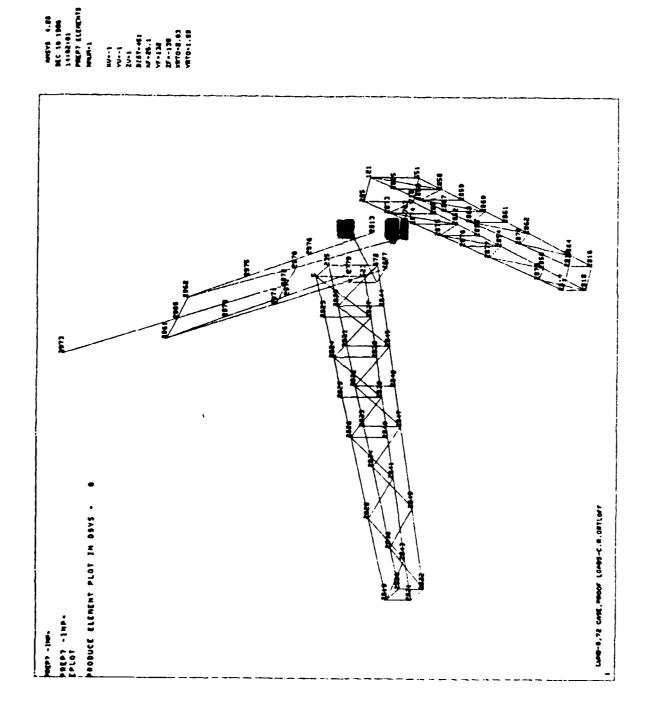
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Dec. 29, 1986 Page 5

- o The total system appears stable under firing loads and no overturning or "gun whip" excursions appear to exist. The cable seems to induce vibrational (rigid body) oscillations into the cradle (figures 271-273 for example) which may be very damaging to gun pointing accuracy if the oscillations are not sufficiently damped before the next firing.
- o Shaft stress for all times indicated are less than 40 ksi.

Results of the  $0^{\circ}-72^{\circ}$  case confirm some prior findings of the  $0^{\circ}-0^{\circ}$  case (Memo: CRO to L. Libhardt, 22 Dec 86) in that reinforcement of the gimbal upper and lower shaft attachment zones is called for to reduce local stresses. The additional result for the  $0^{\circ}-72^{\circ}$  case shown in the present memo is that the gimbal upper and lower arms need also to be reinforced to prevent failure. Since these changes require additional thickening and/or bolt-on plates, the current design can be modified to achieve the necessary strength margins. Since the  $22.5^{\circ}-72^{\circ}$  case has also been completed, it is suggested that results from this case be examined before new structural revisions are made in order to judge the sum total of all failure zones.

C. R. Ortloff



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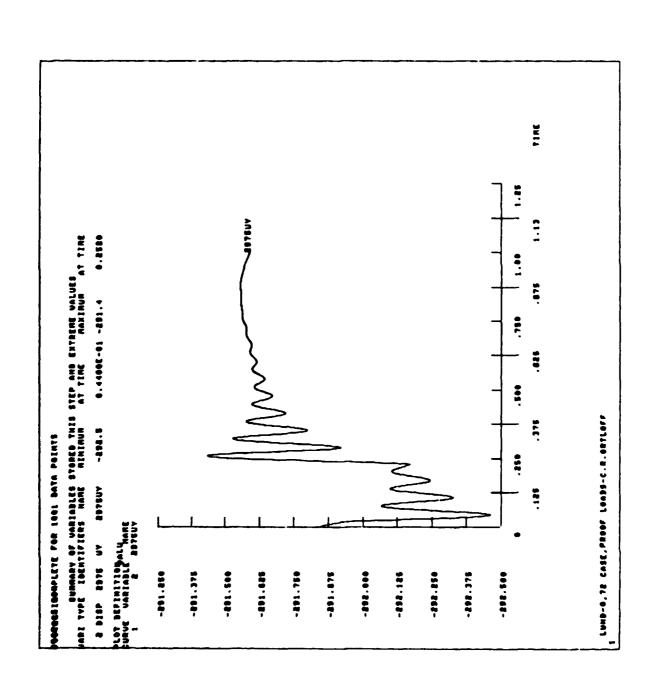
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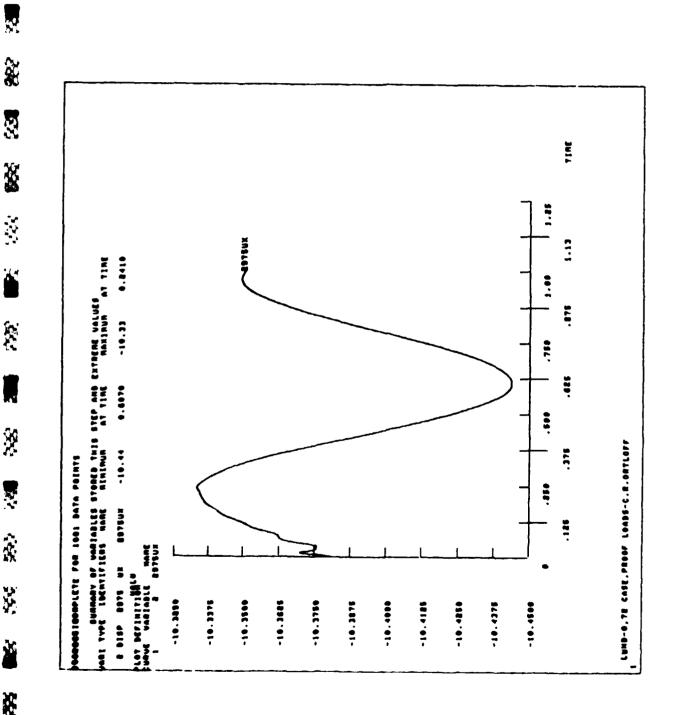
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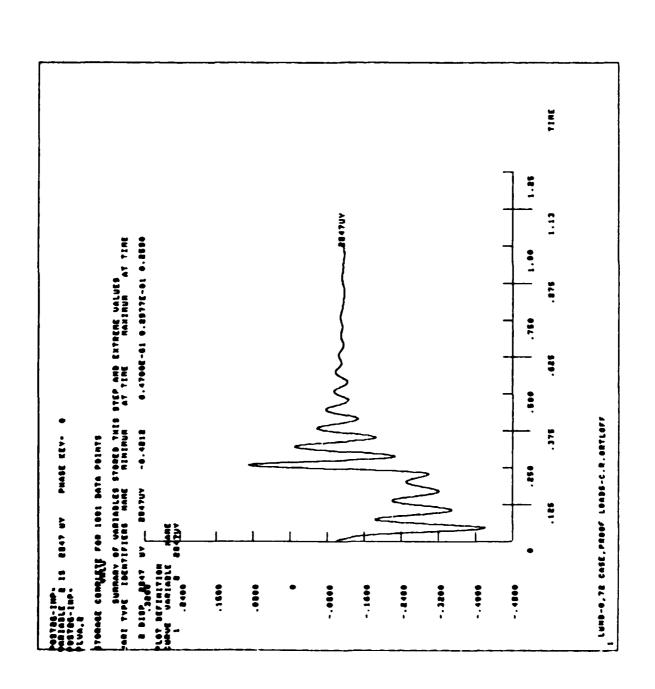
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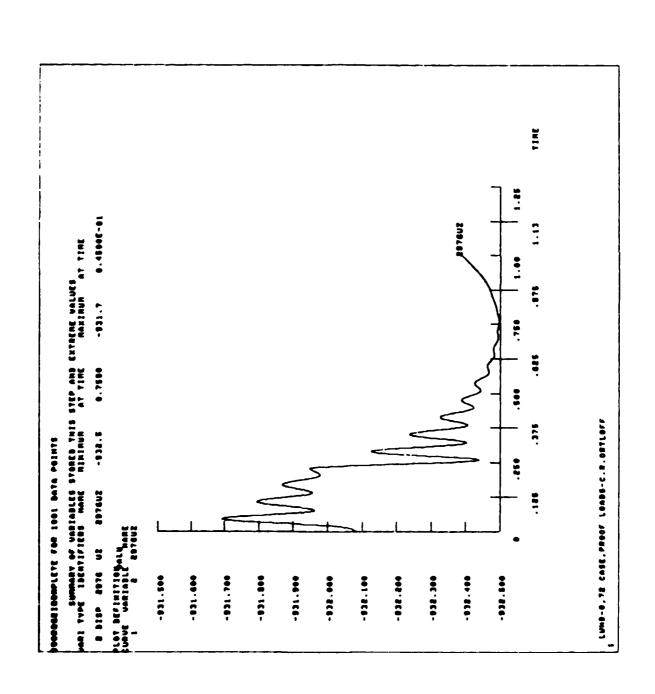
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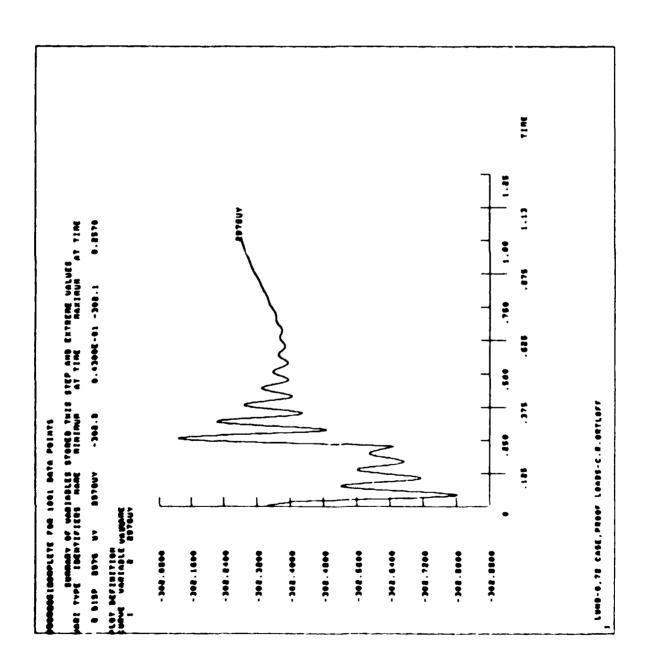
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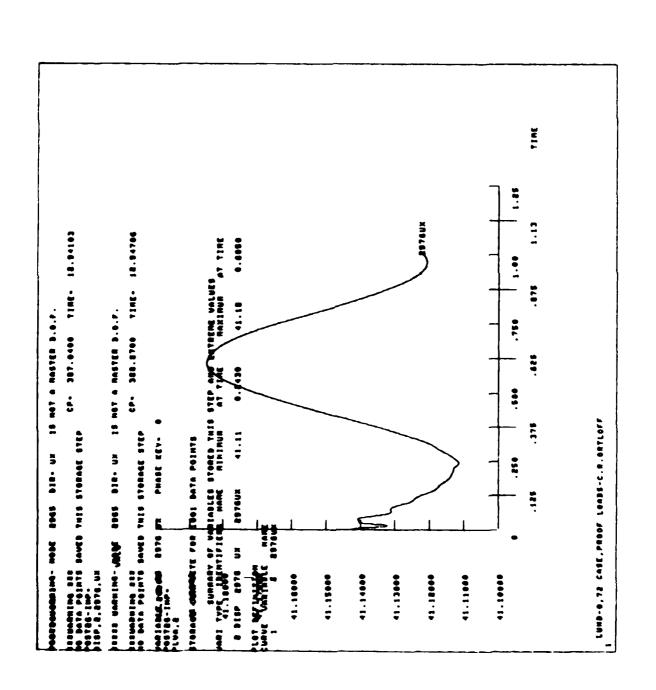
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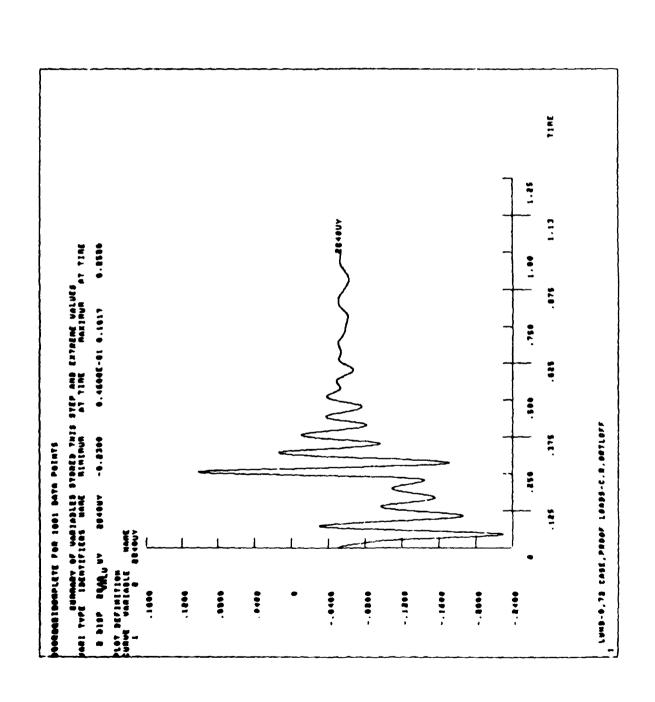
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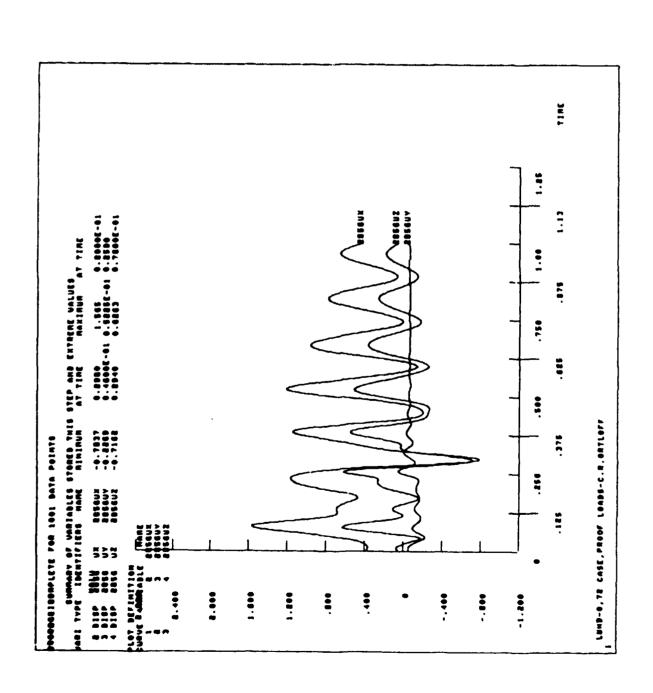
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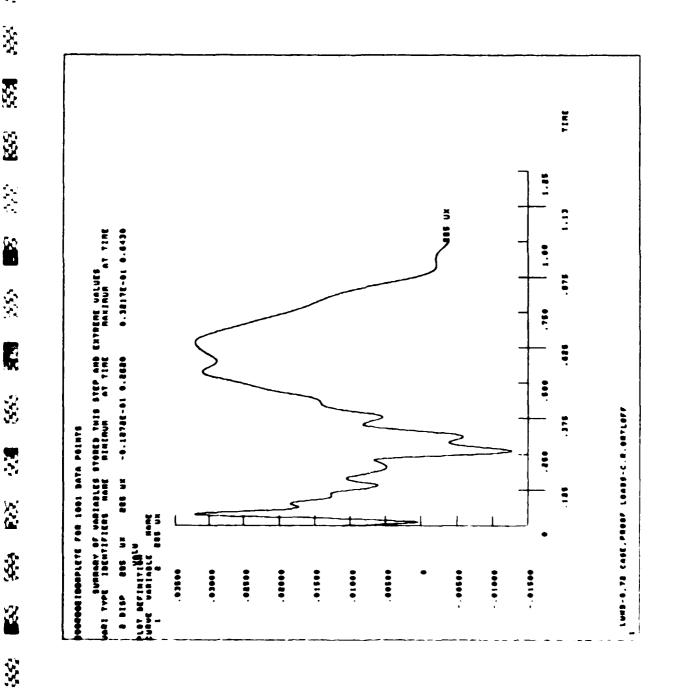
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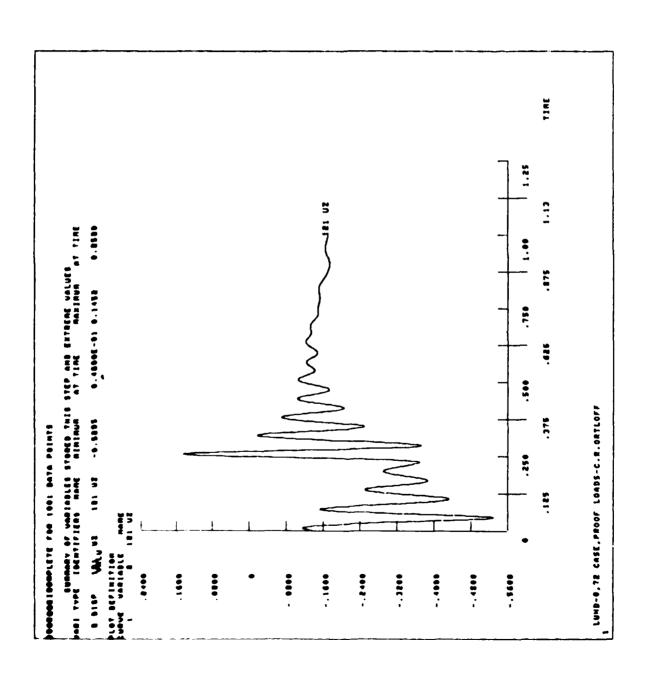
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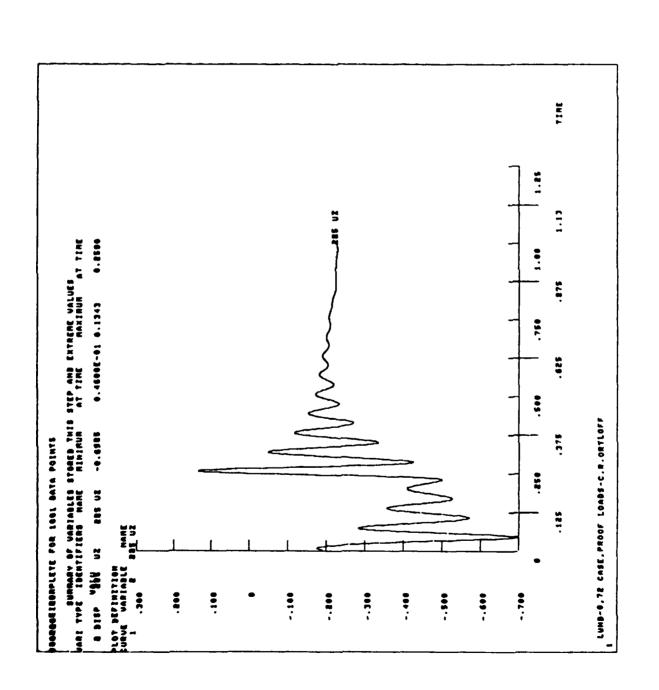
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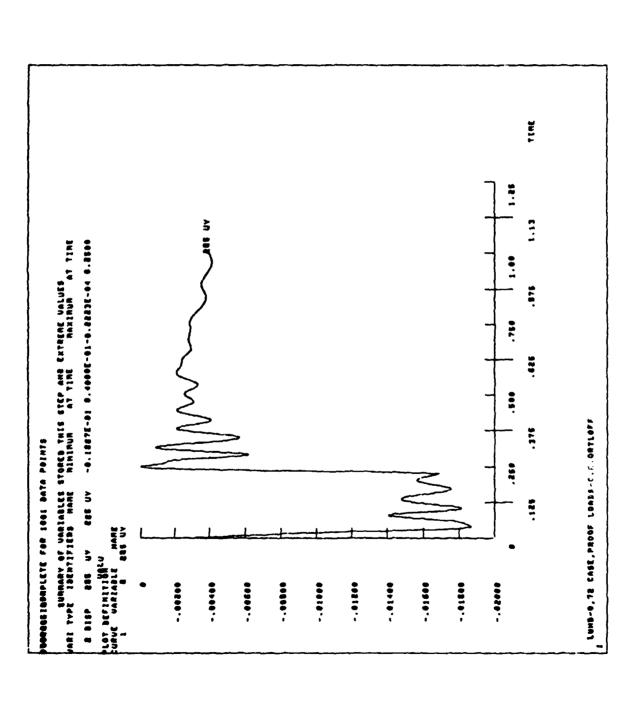
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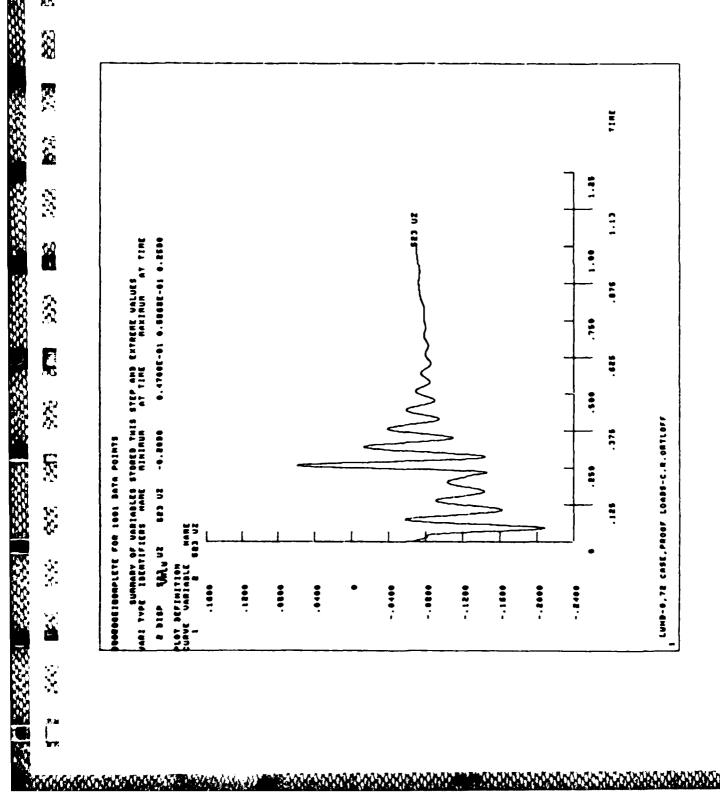
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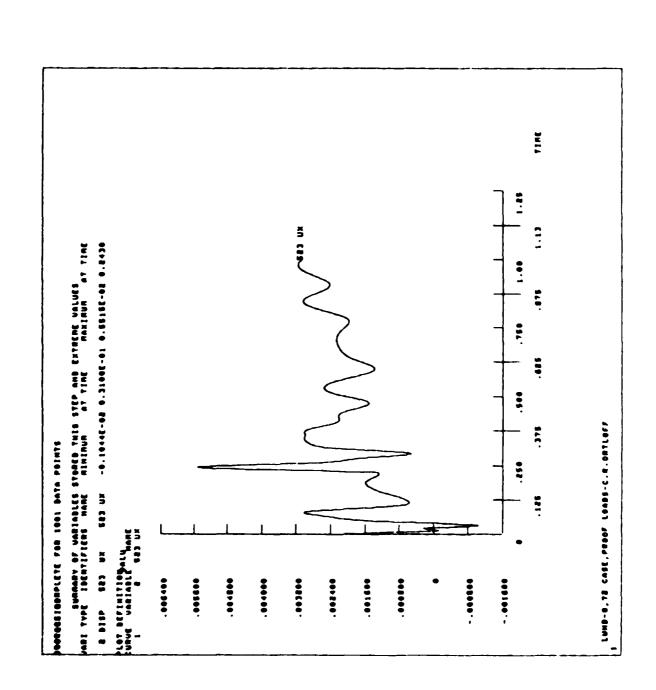
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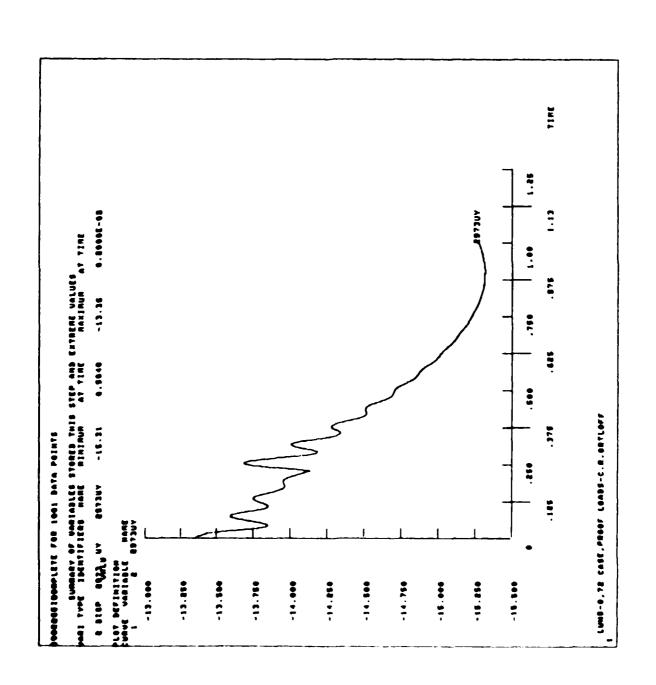
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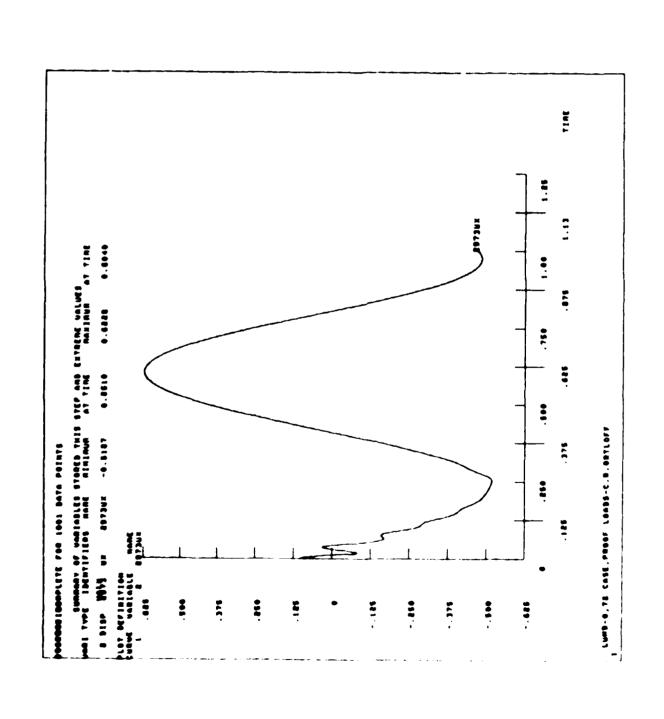
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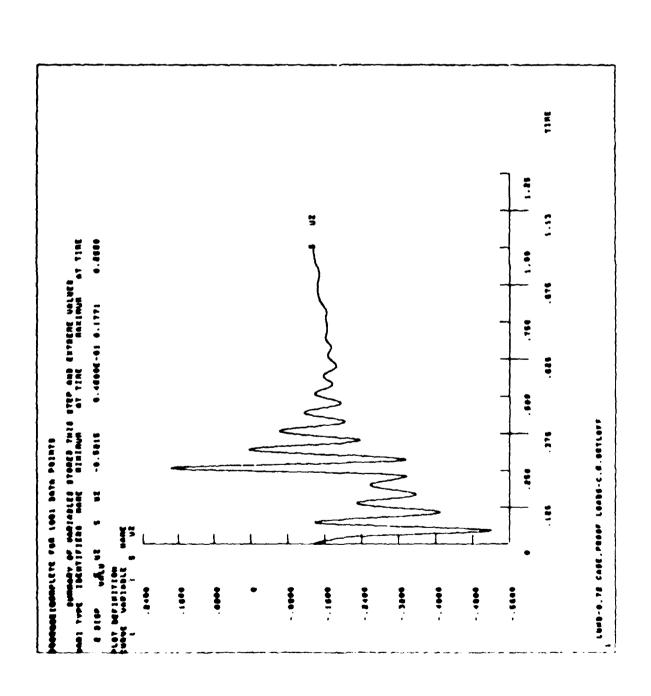
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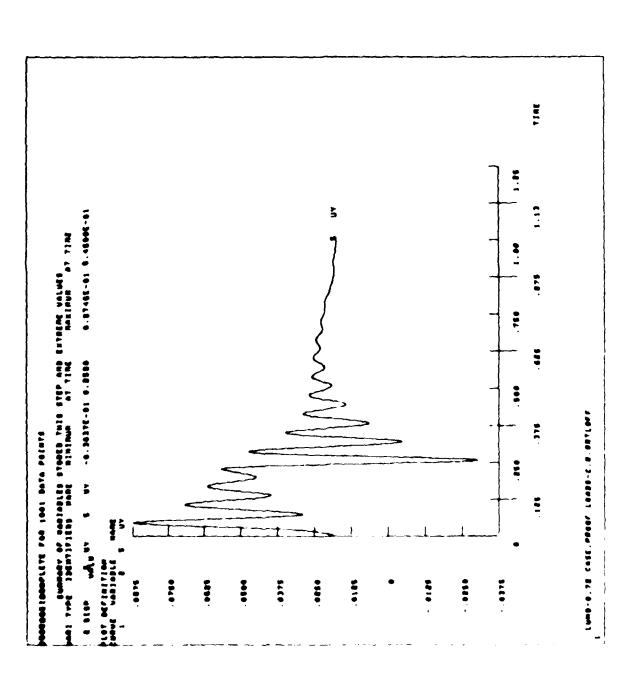
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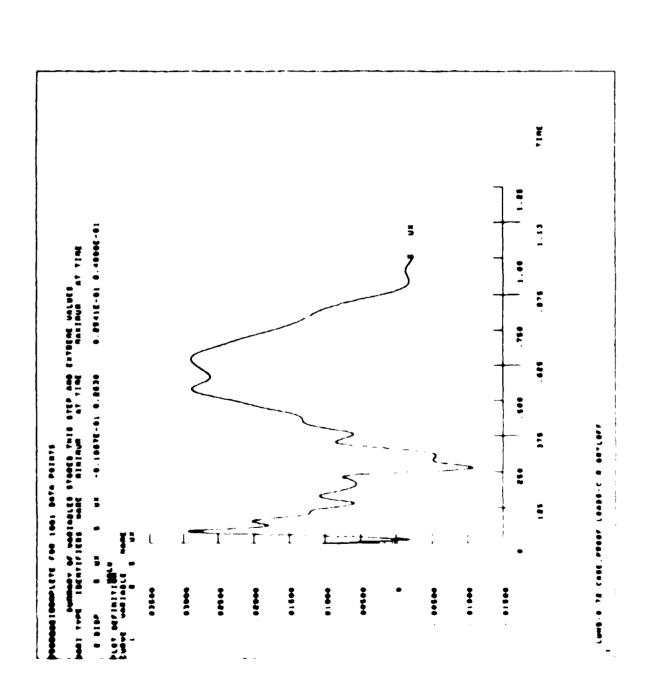
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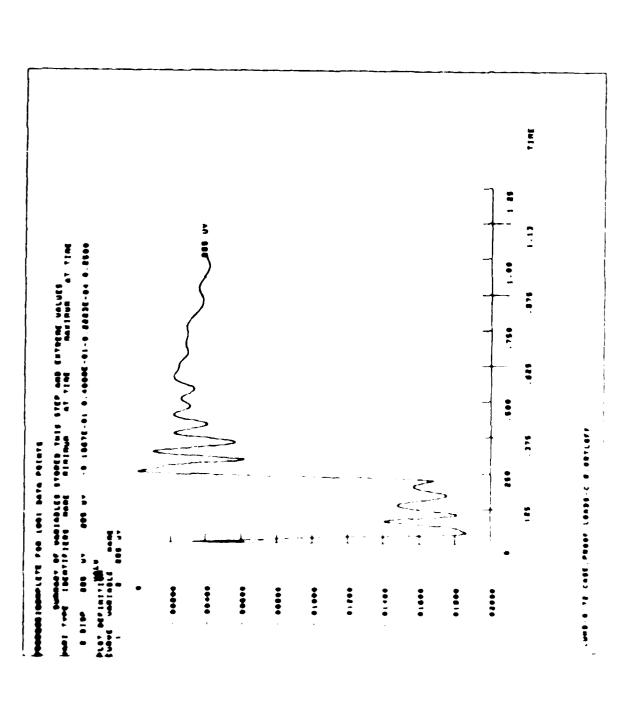
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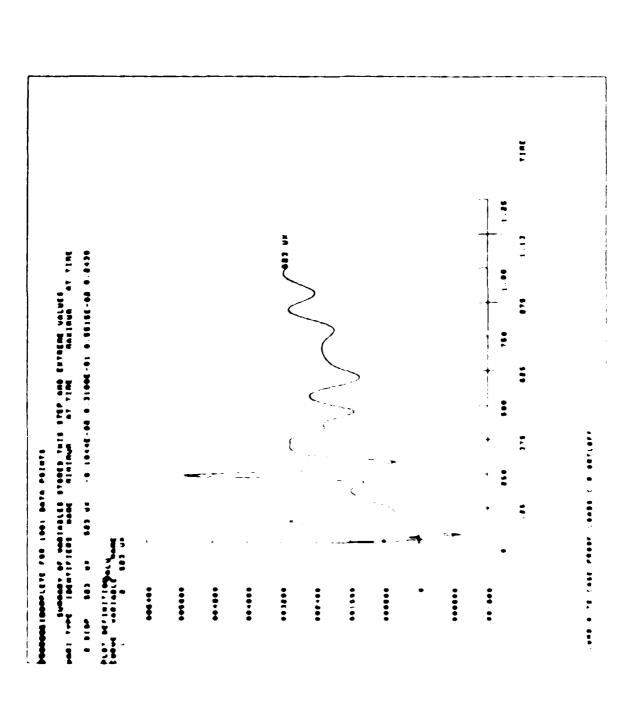


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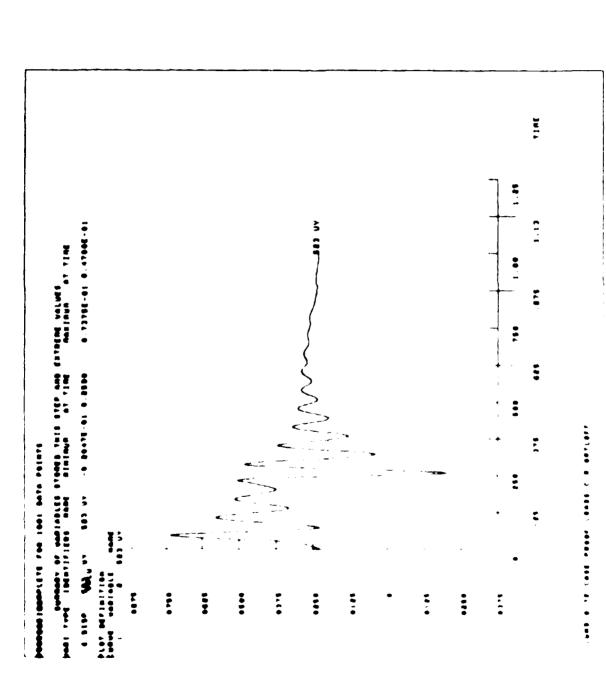
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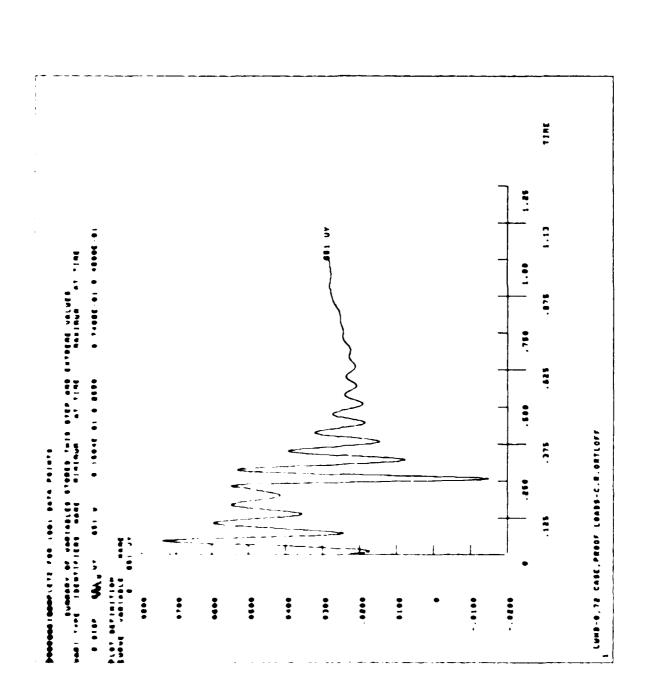
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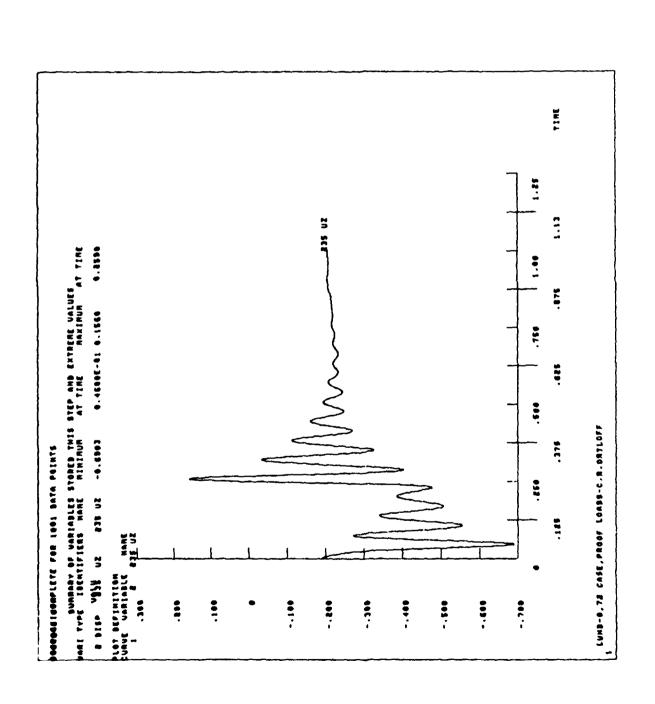
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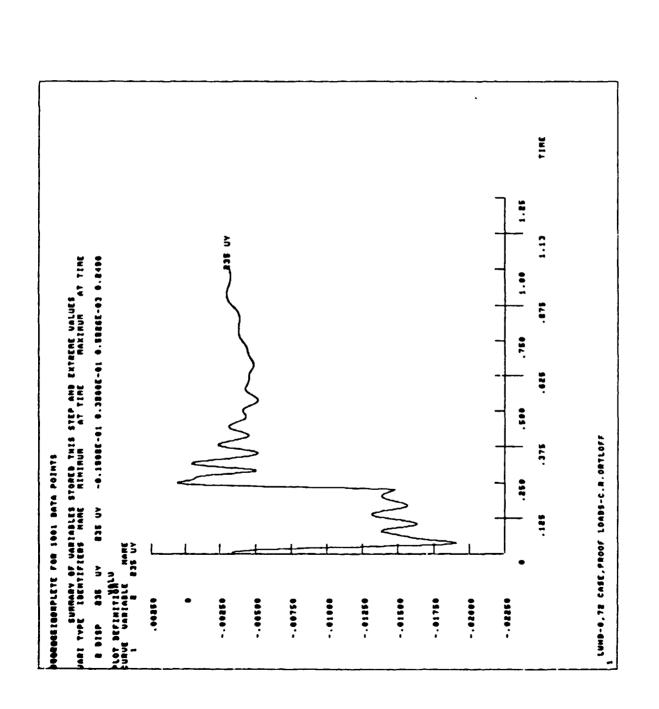
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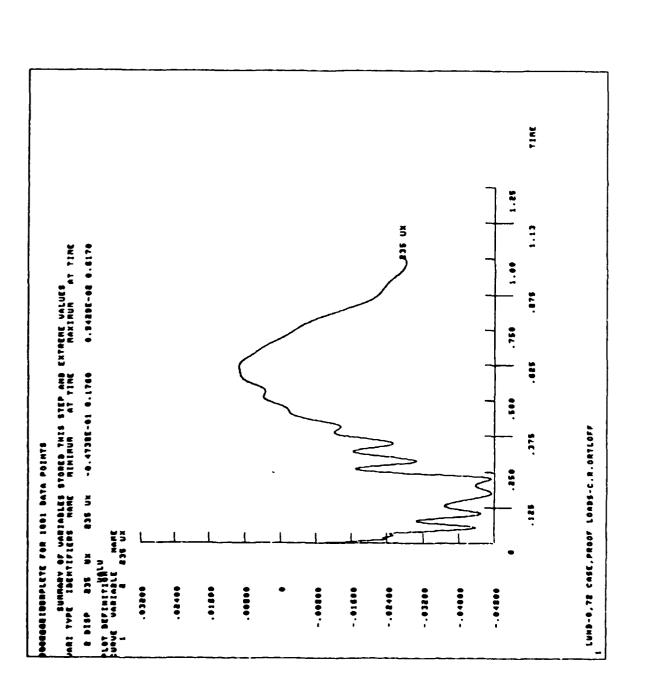


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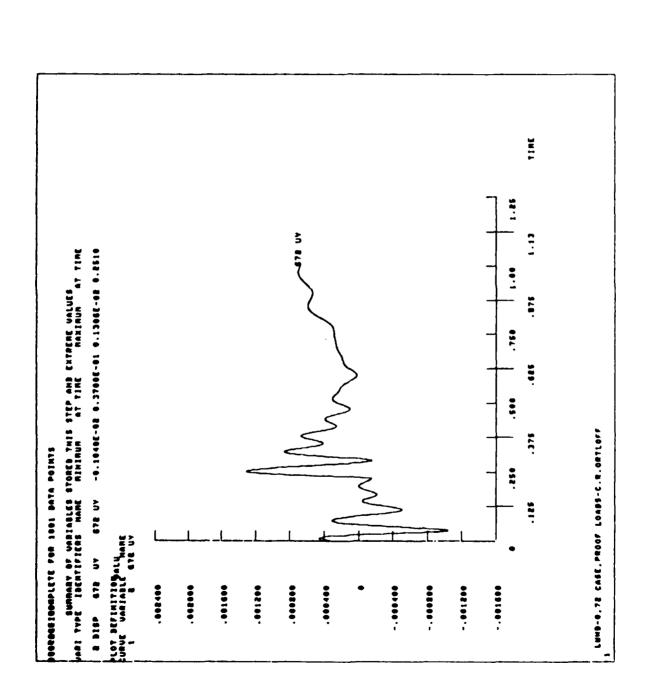
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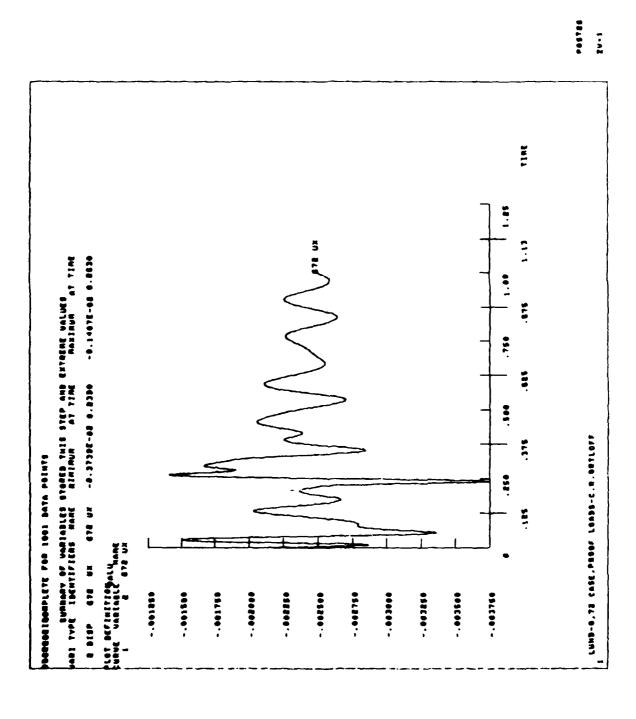
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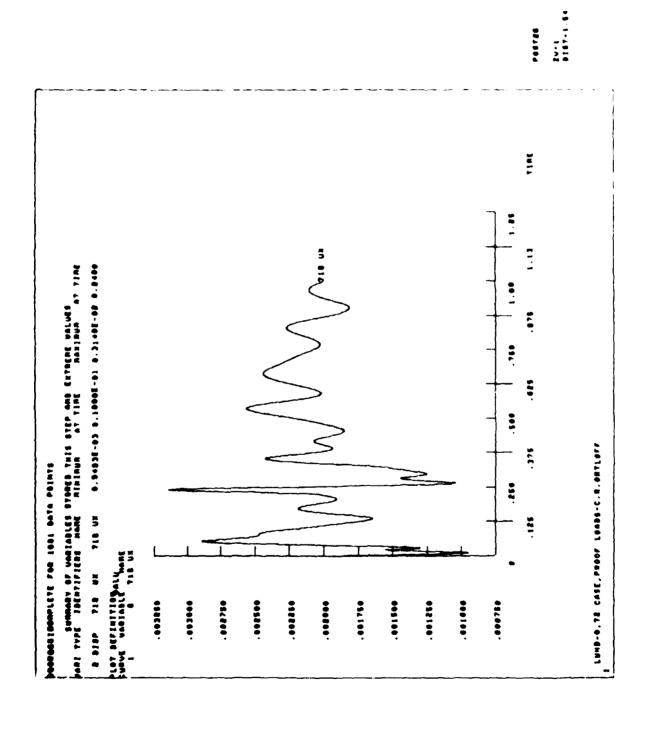
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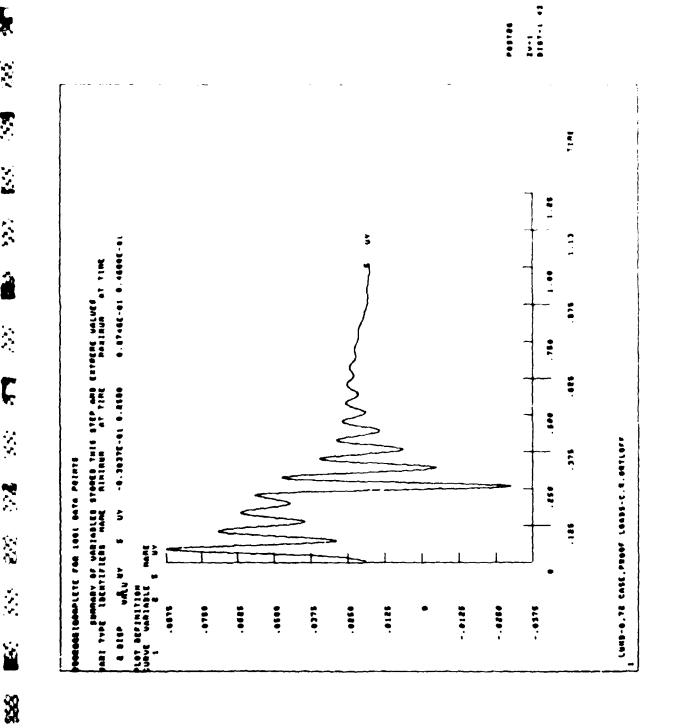
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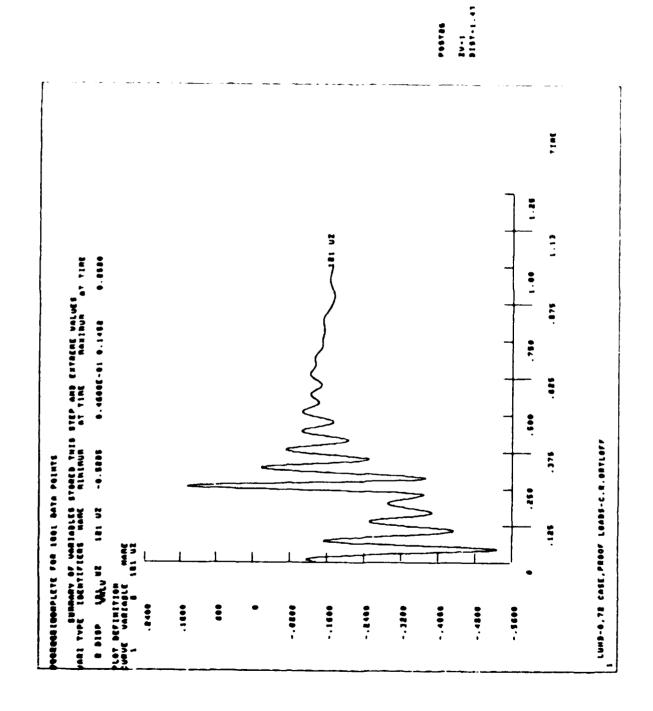


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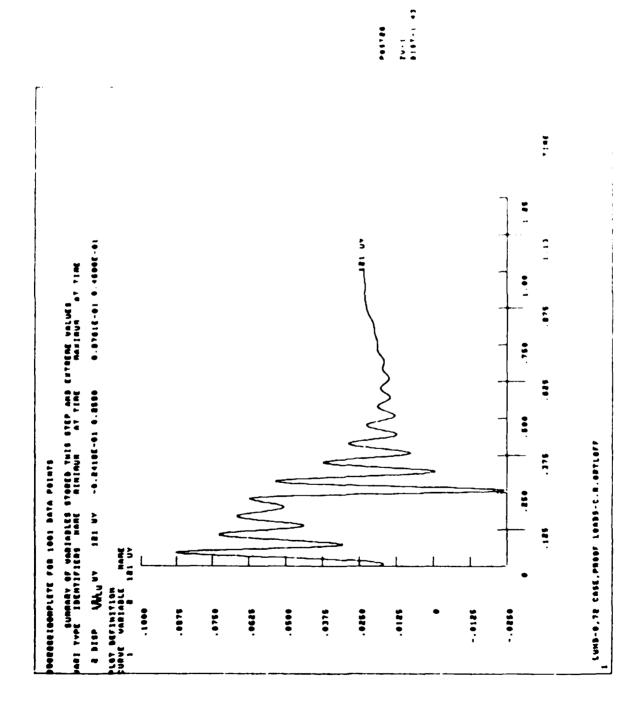
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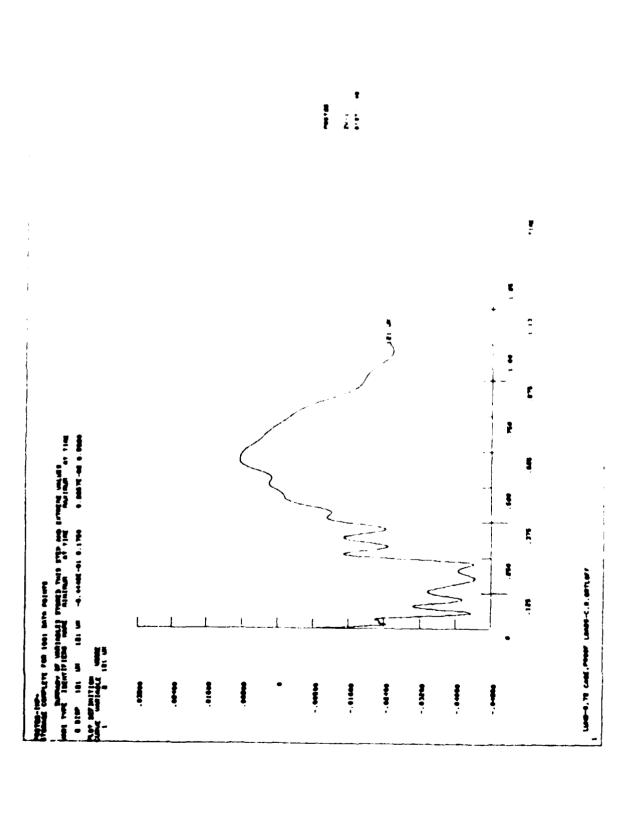
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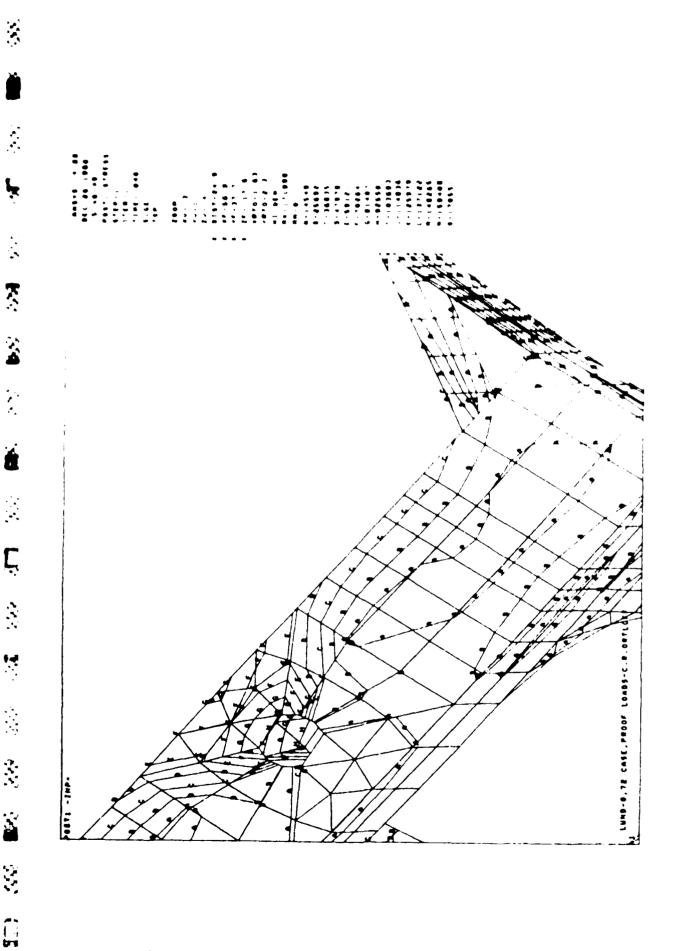
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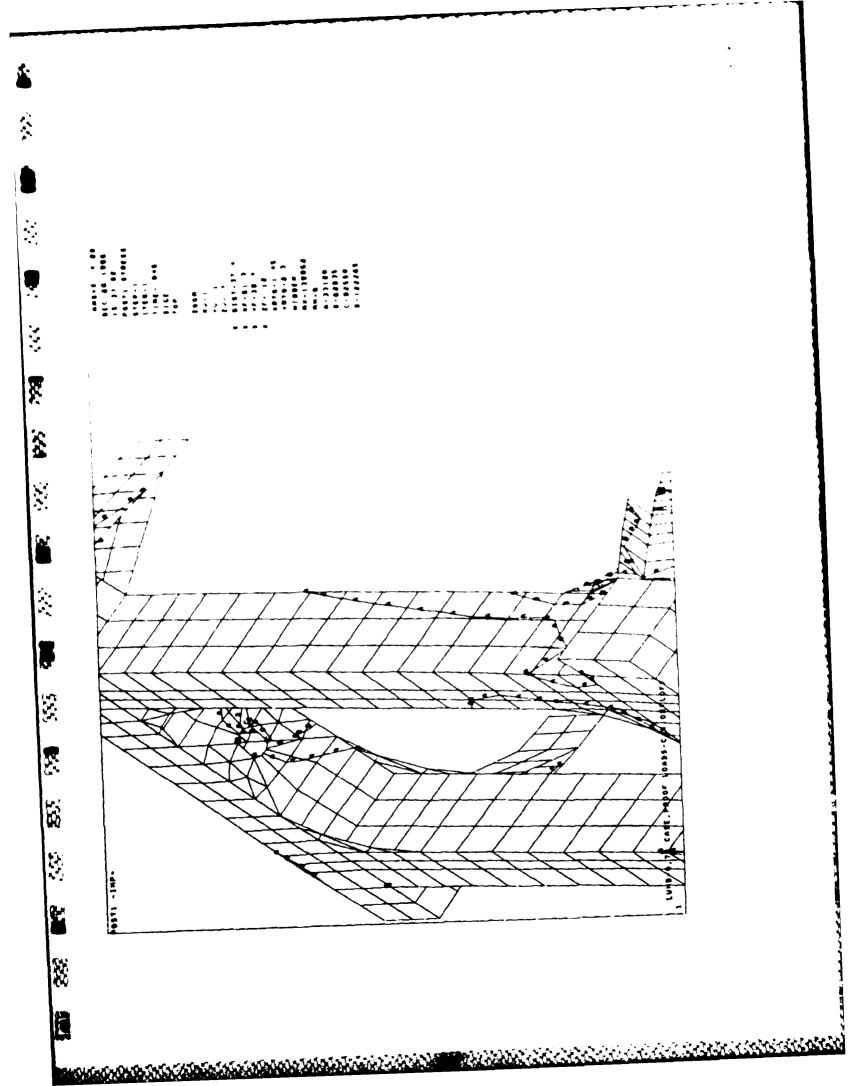


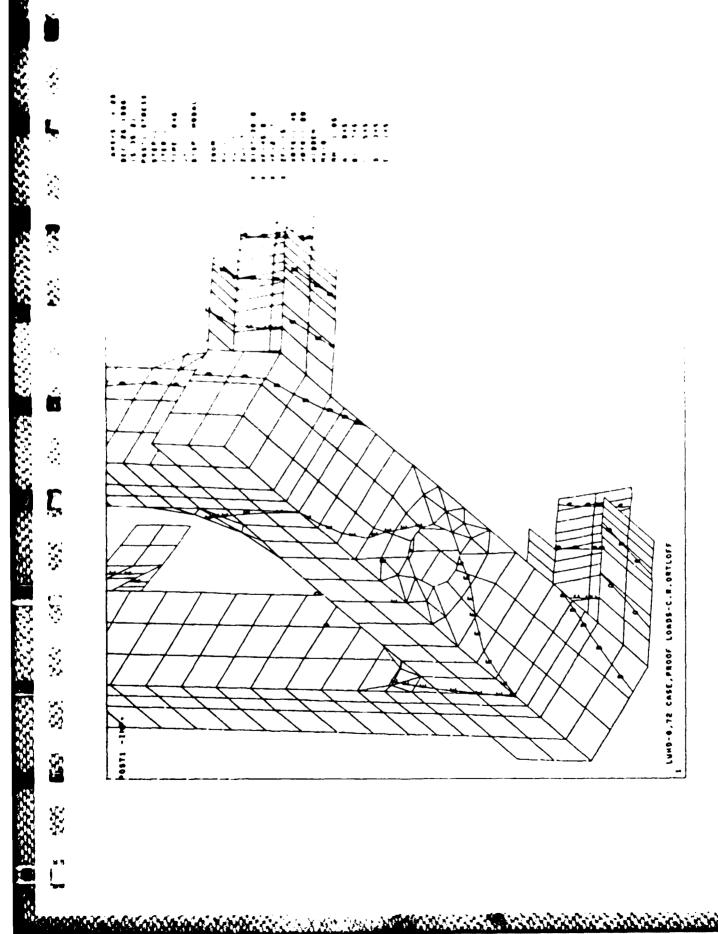
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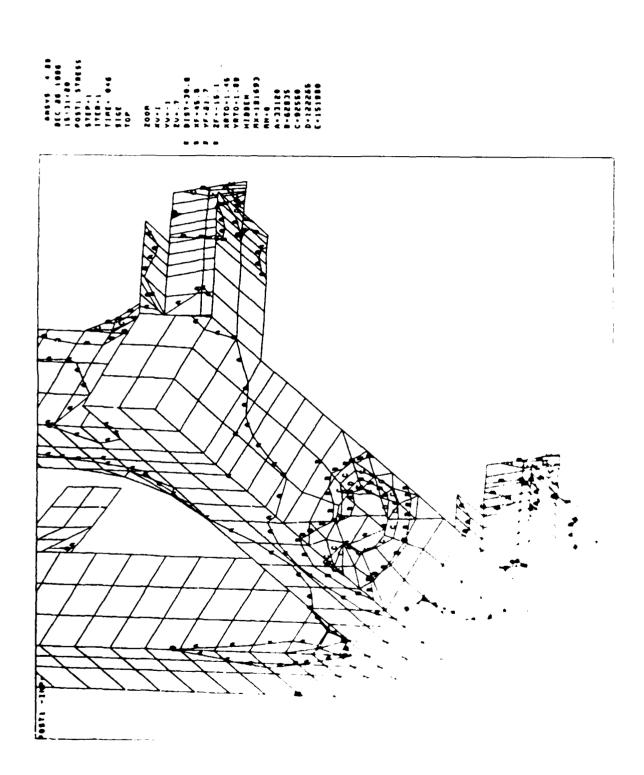
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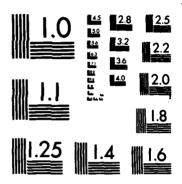
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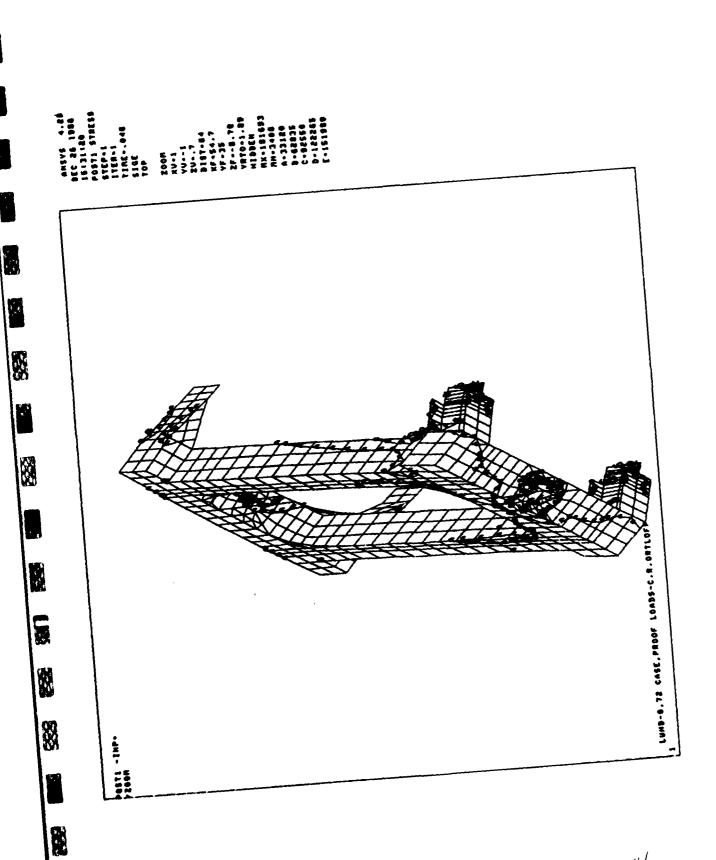
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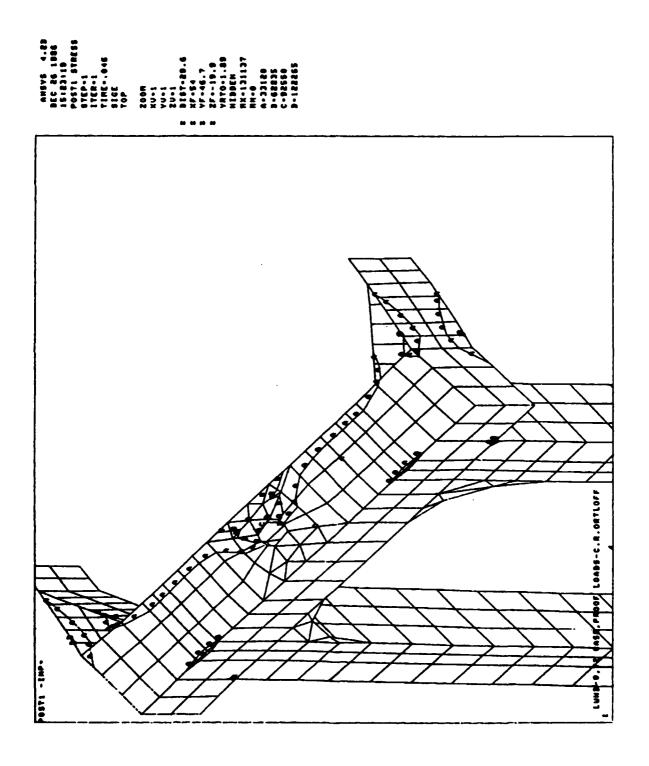
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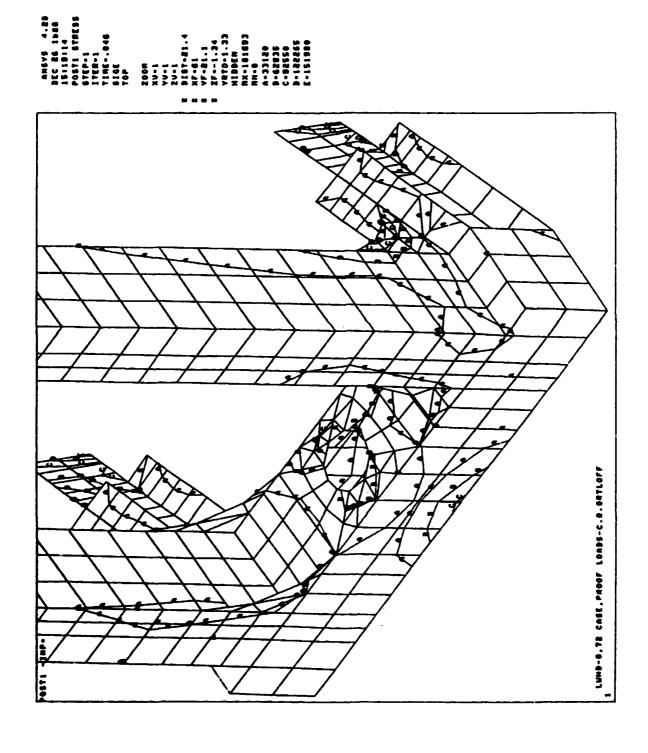
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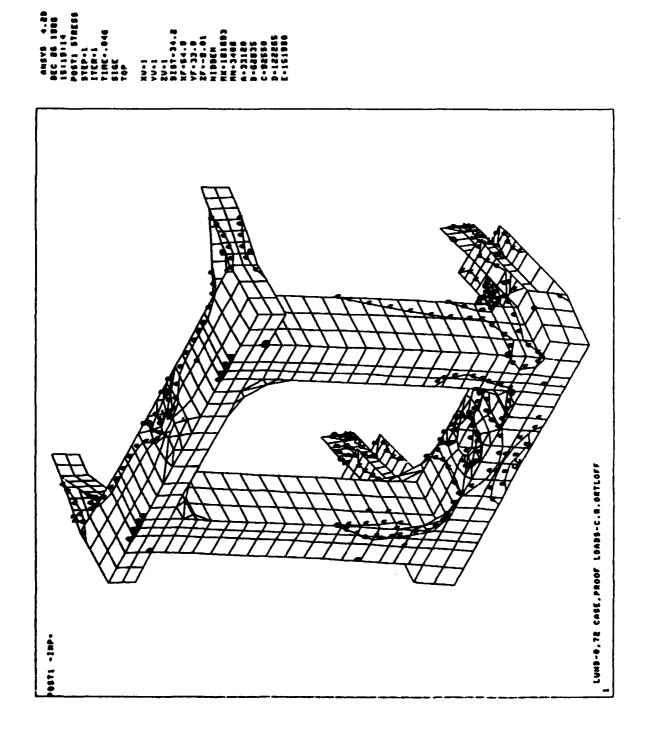
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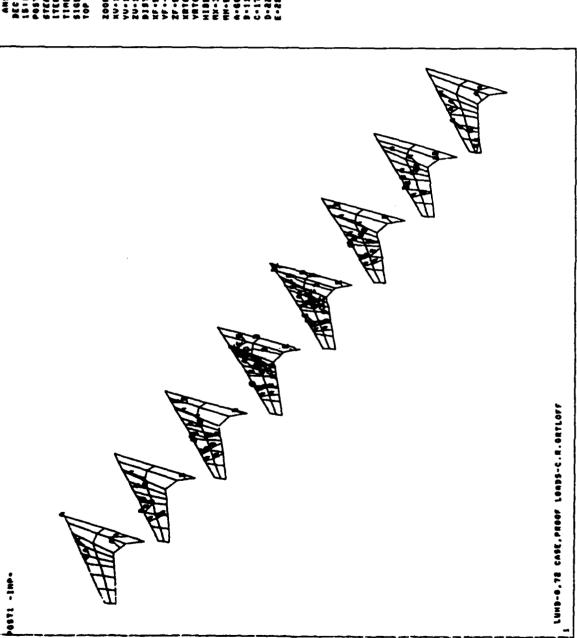


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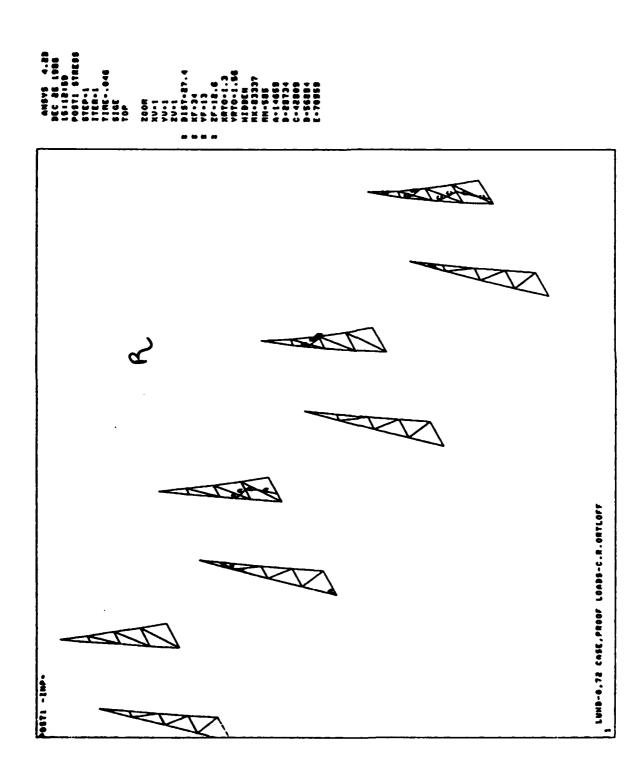
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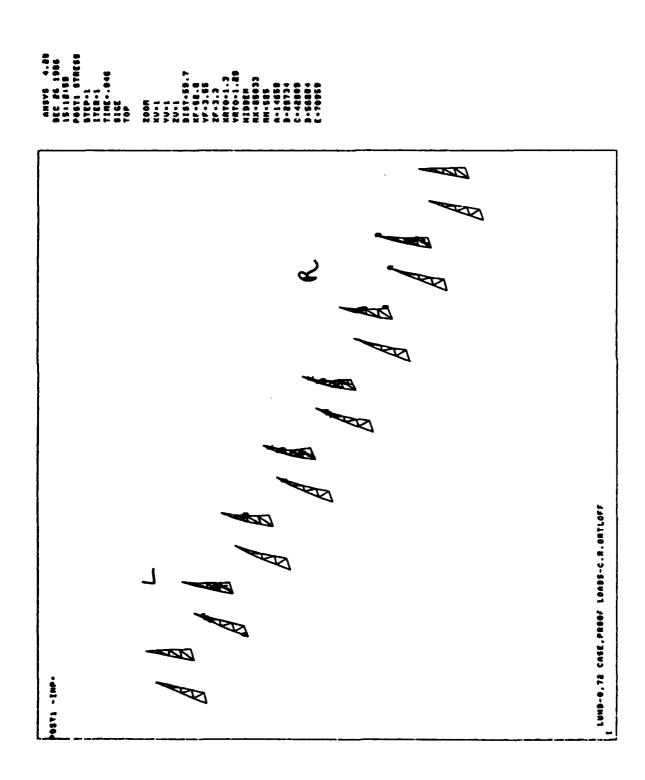


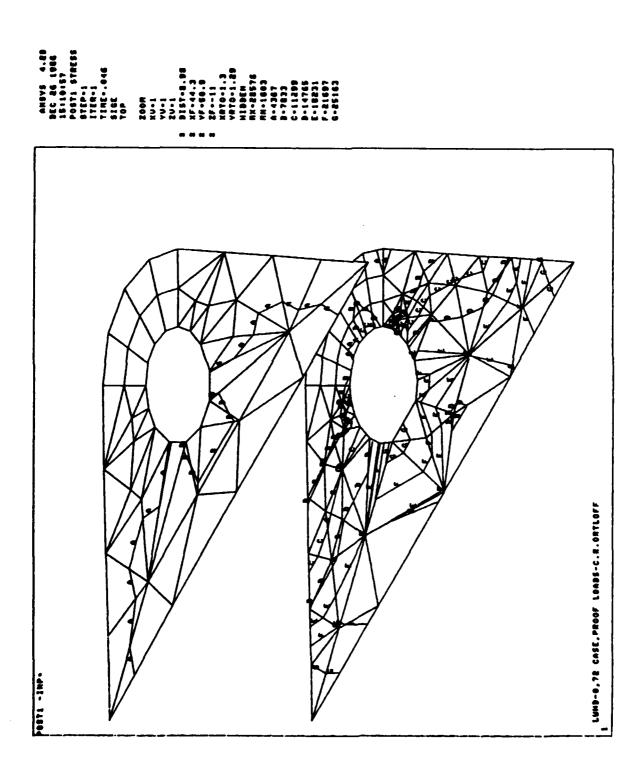
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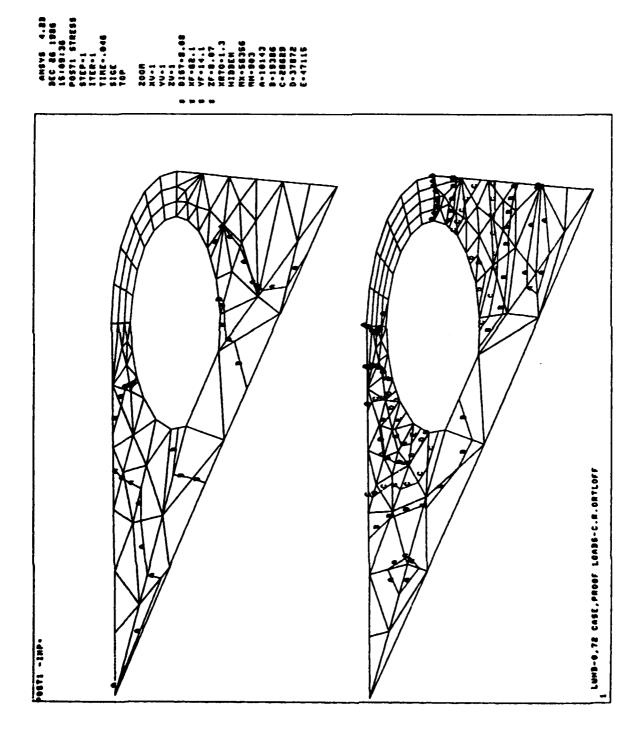
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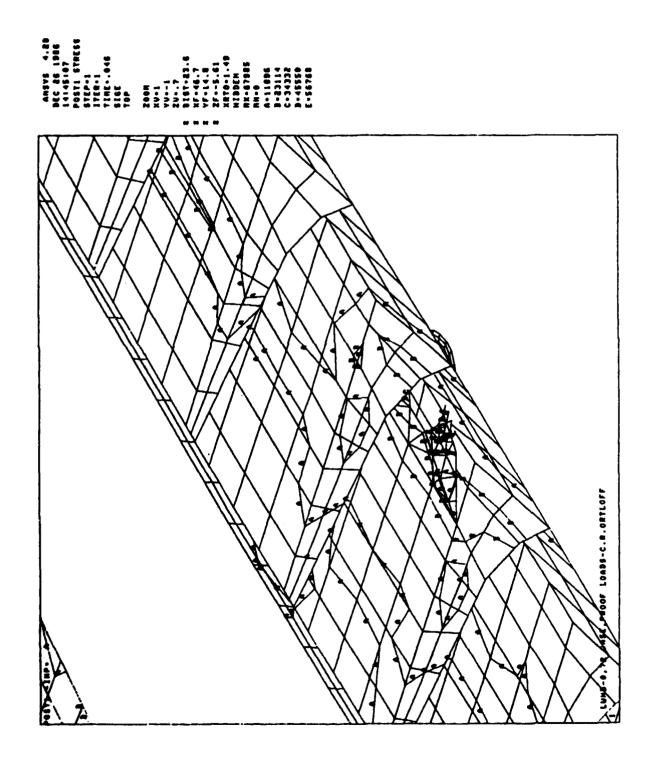
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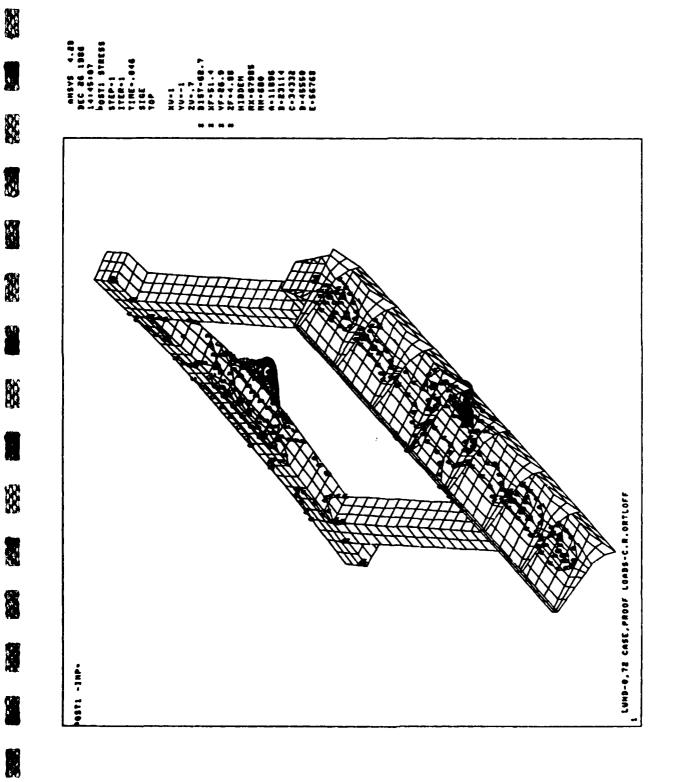


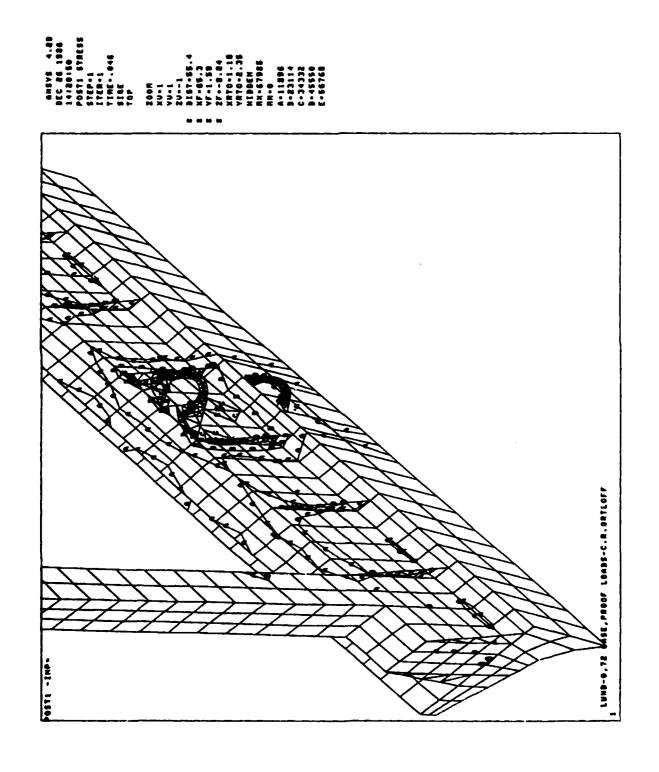






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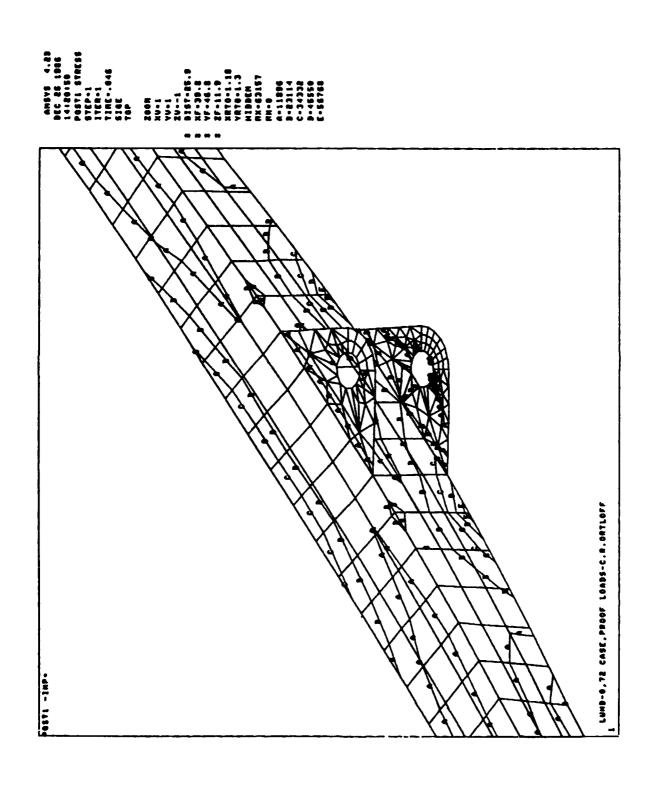




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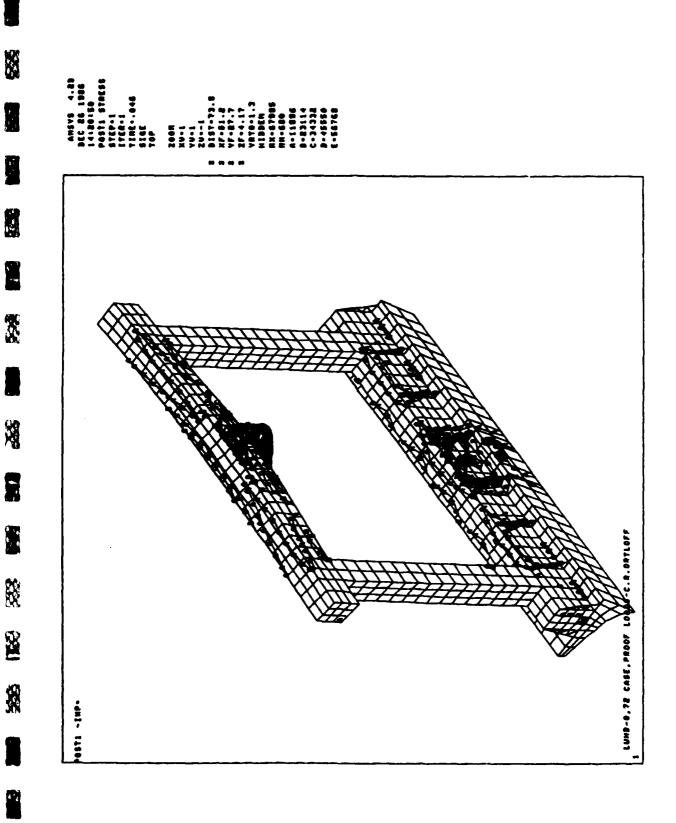
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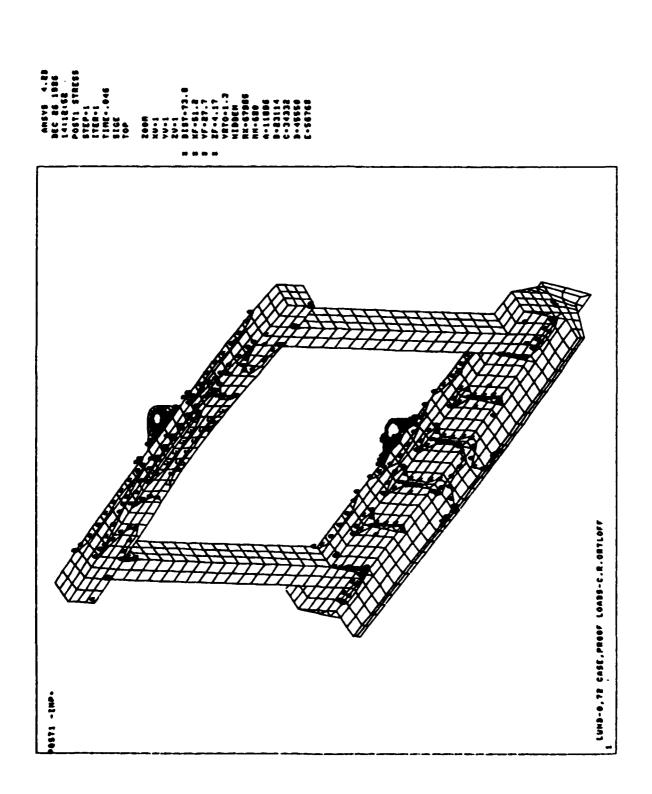
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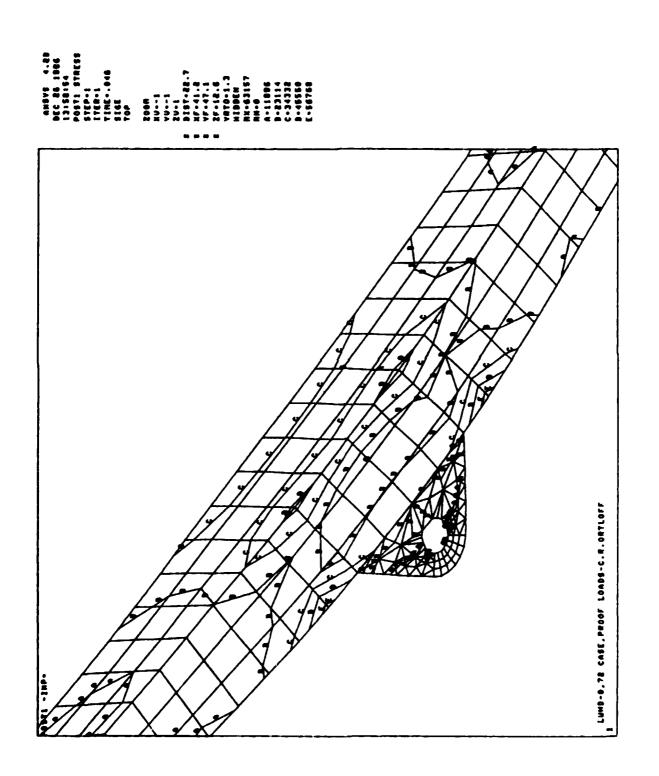
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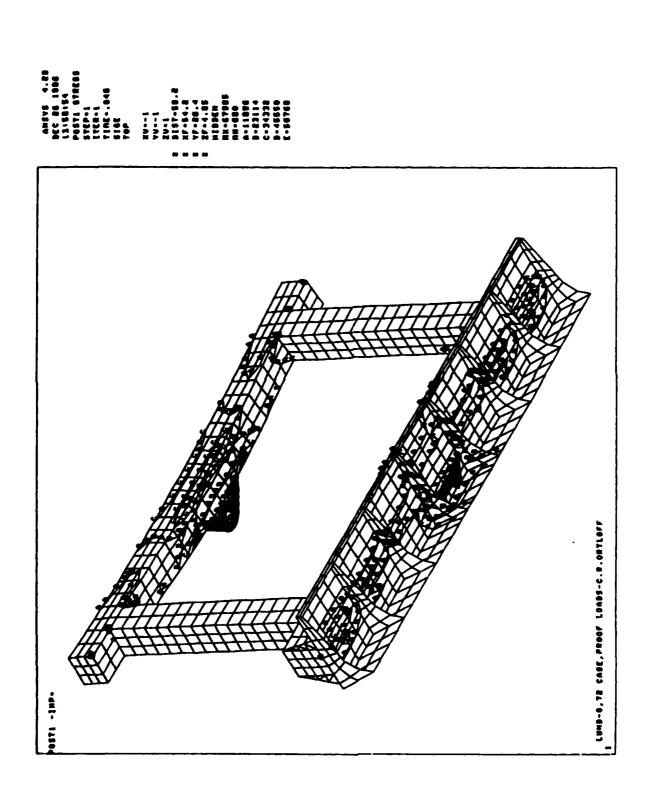
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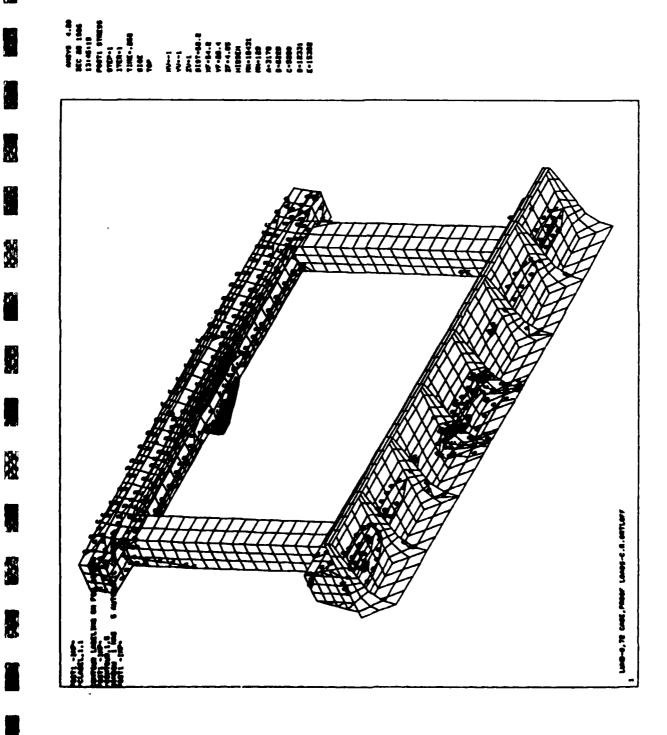
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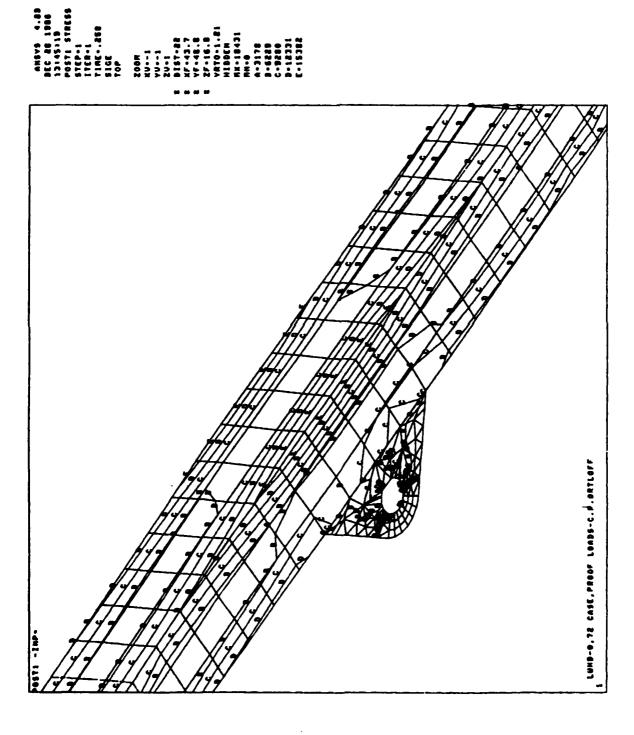


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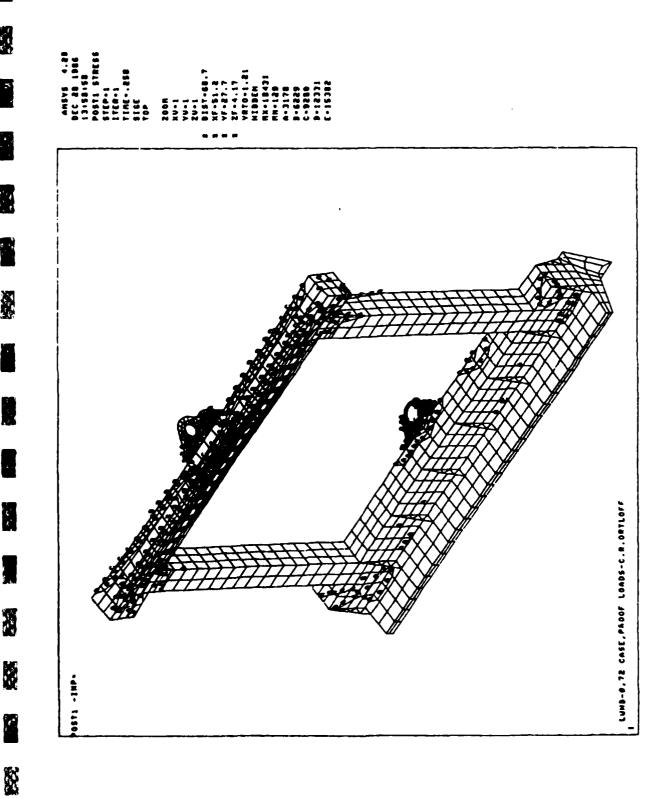


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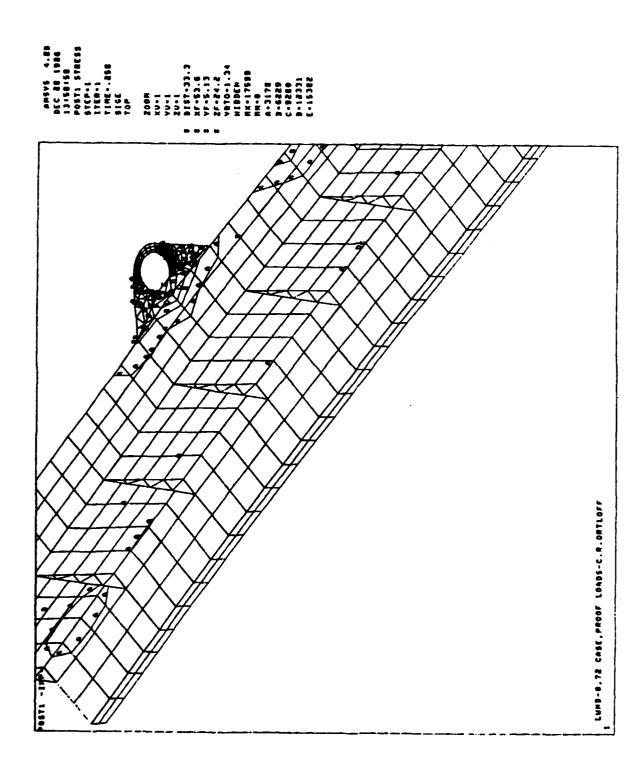




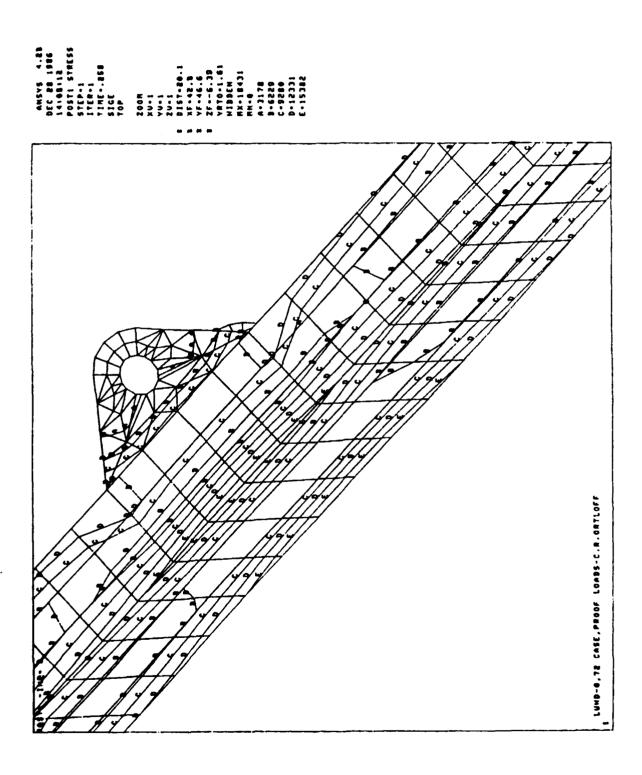
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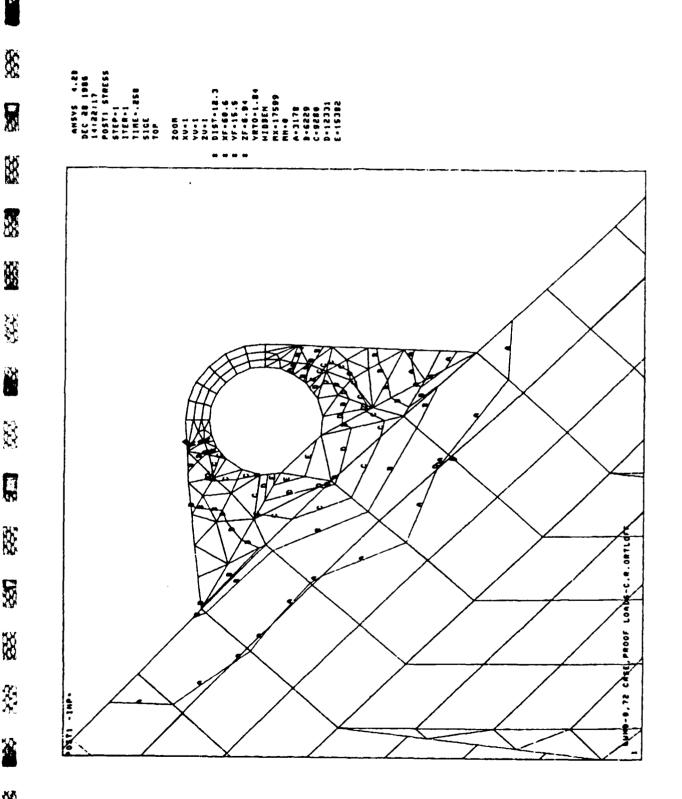
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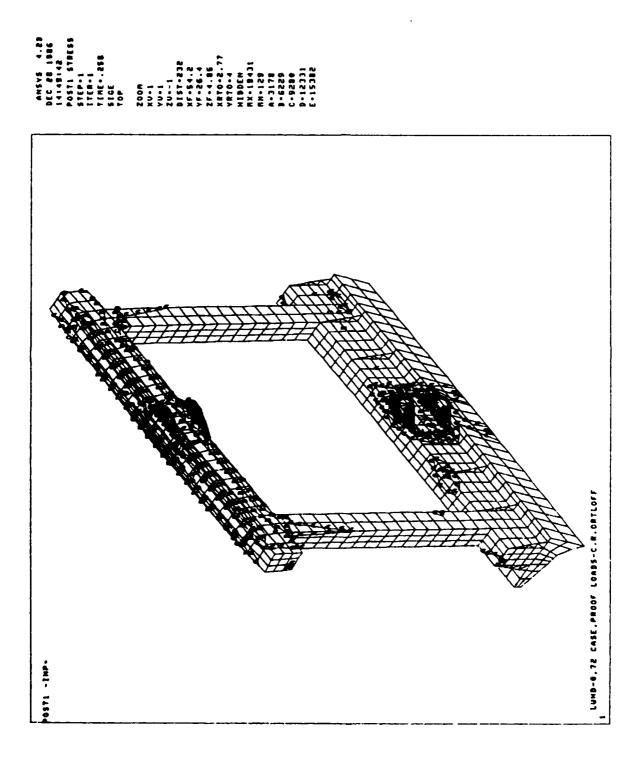
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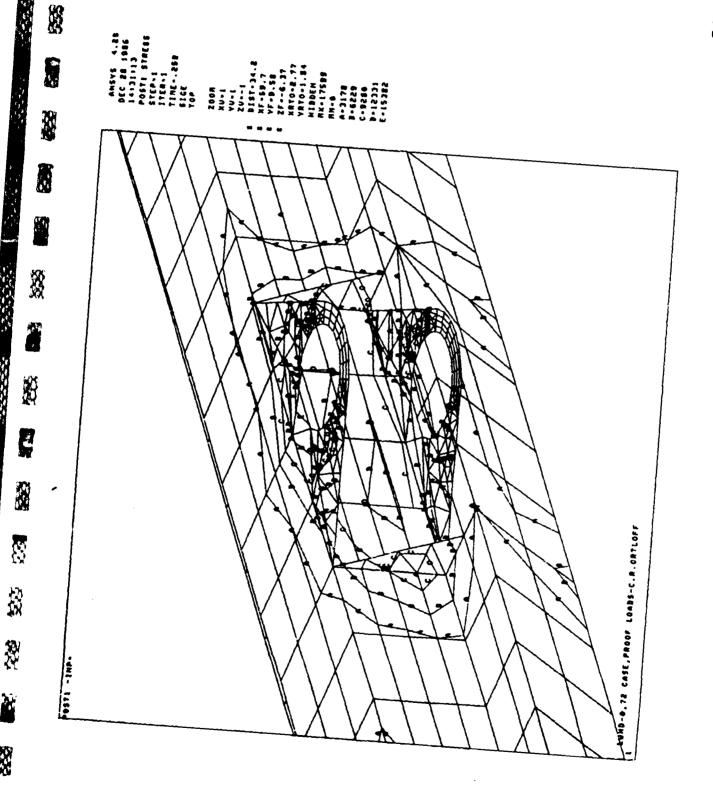
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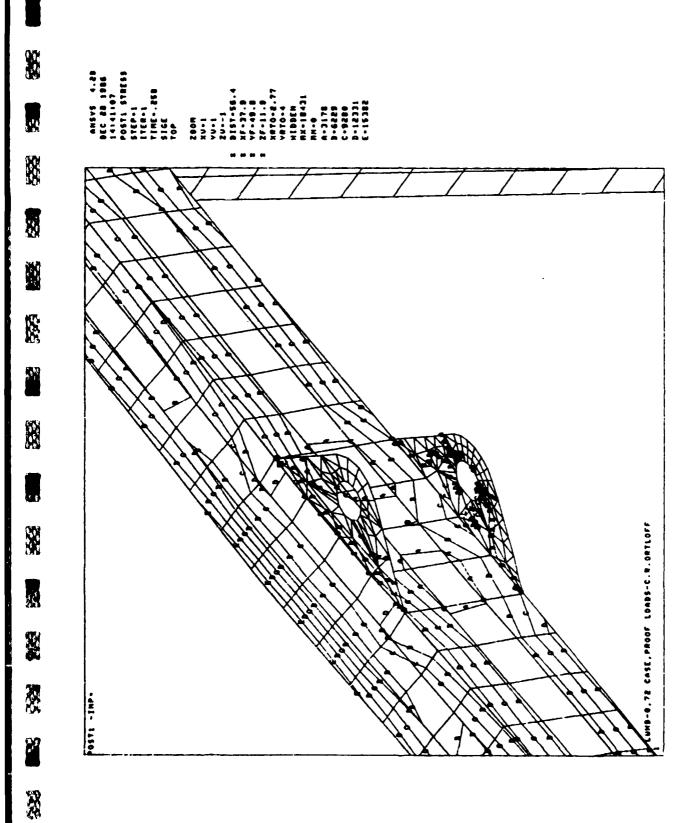
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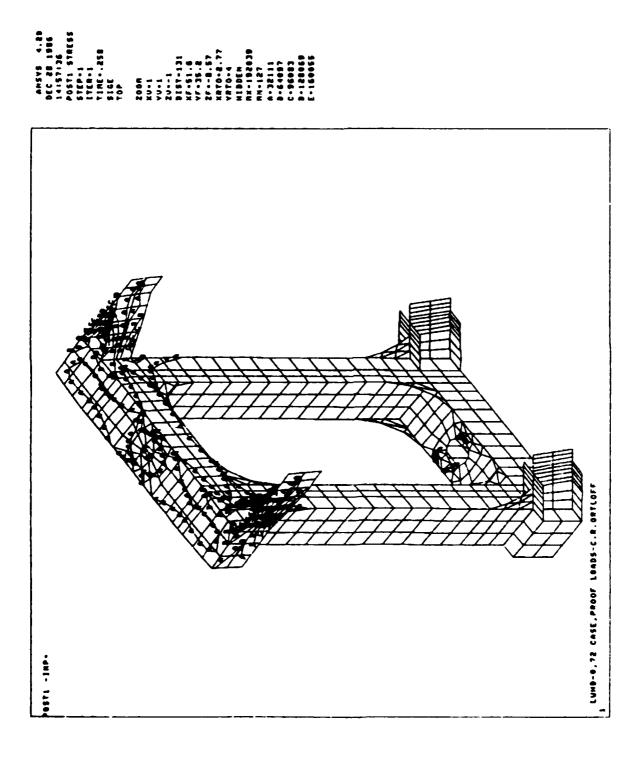
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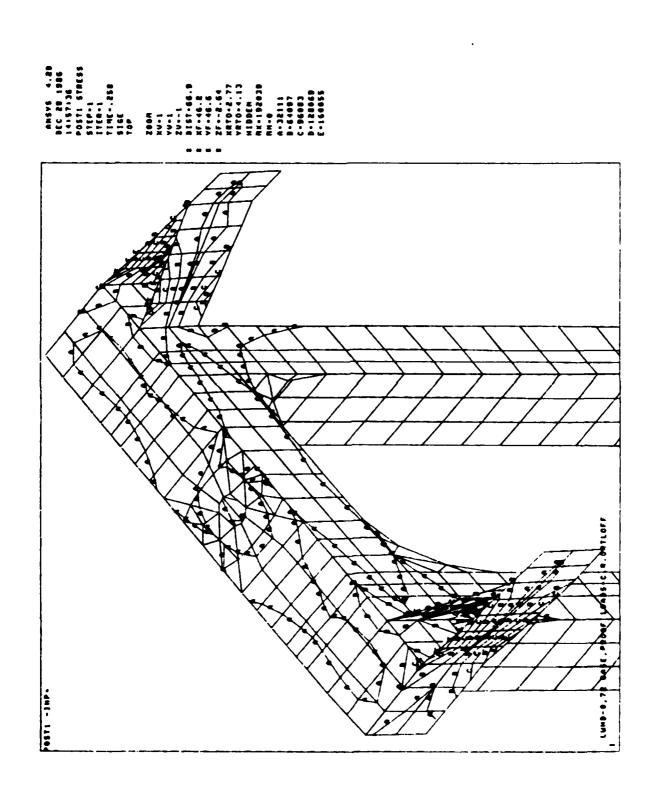
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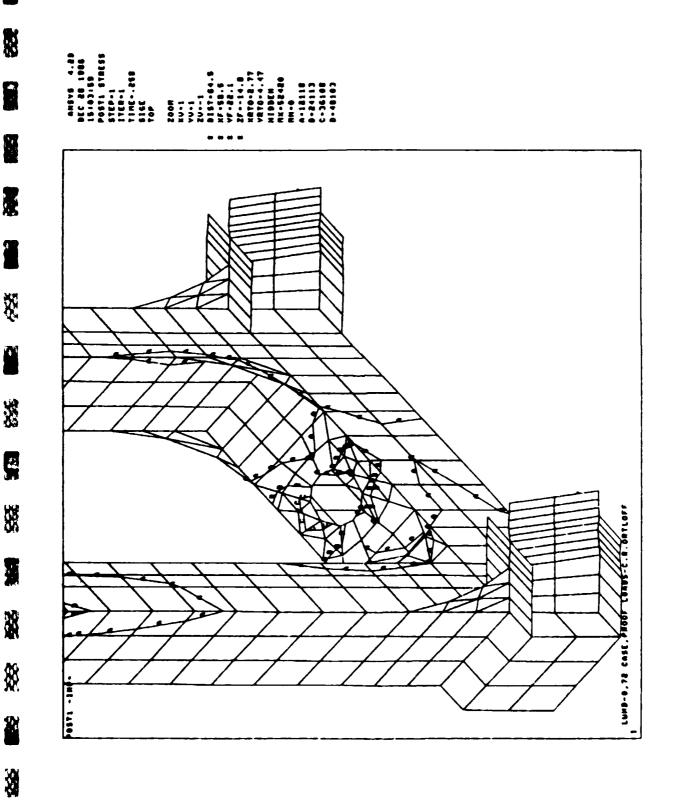
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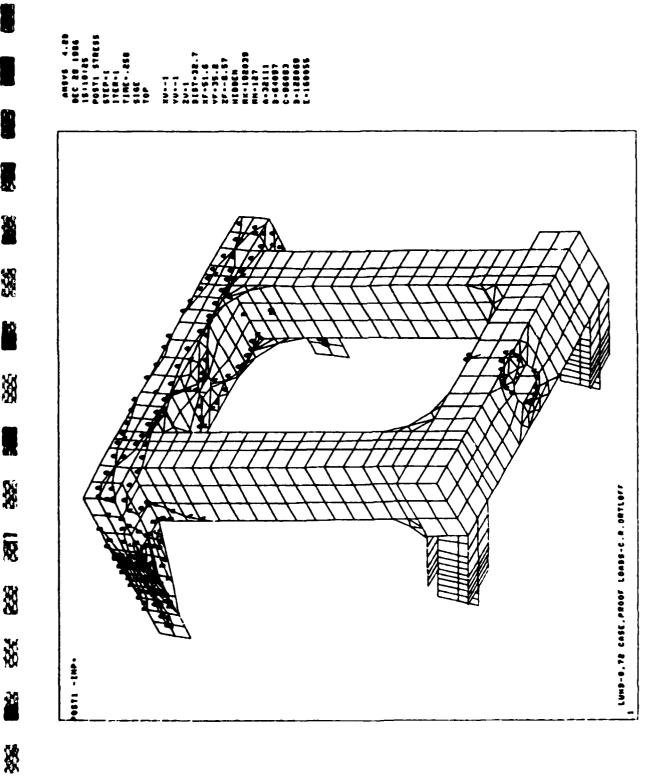
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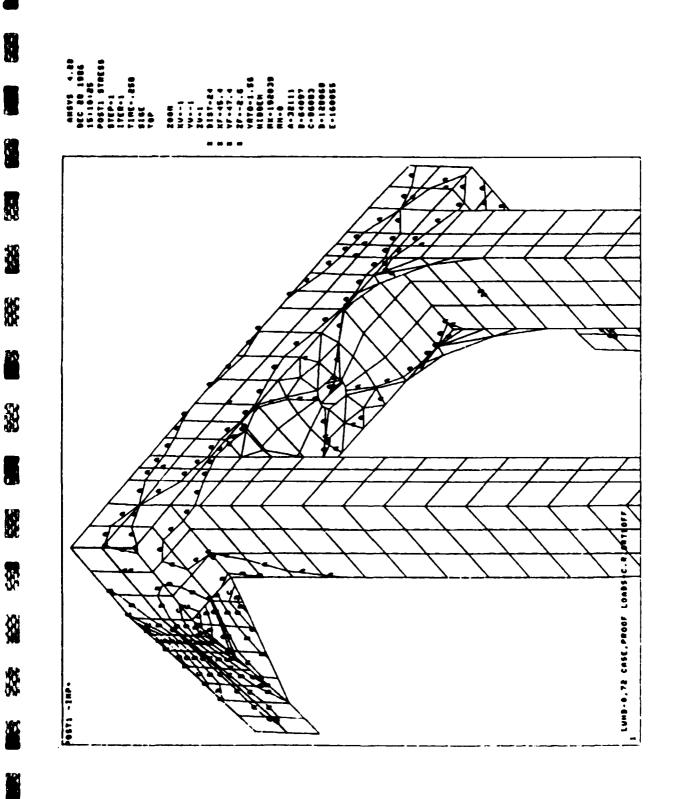


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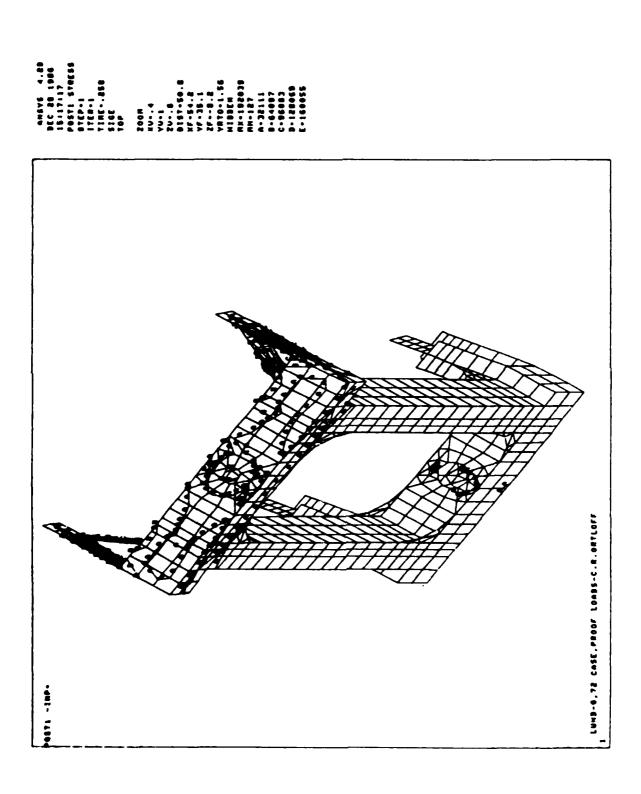
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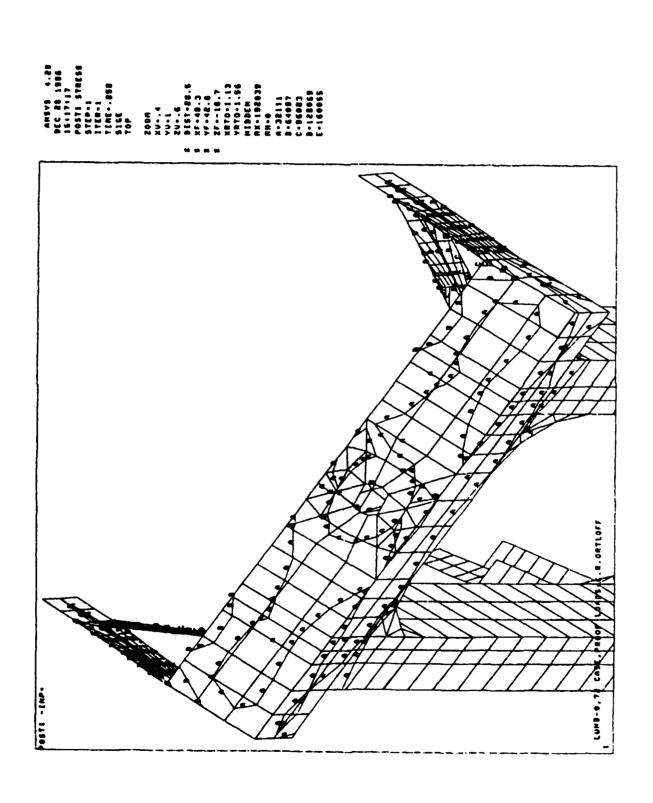
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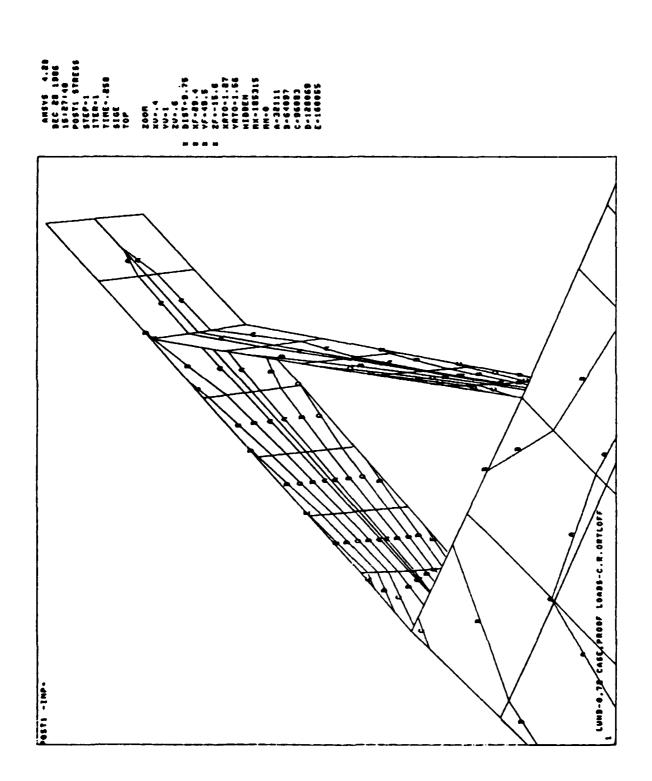
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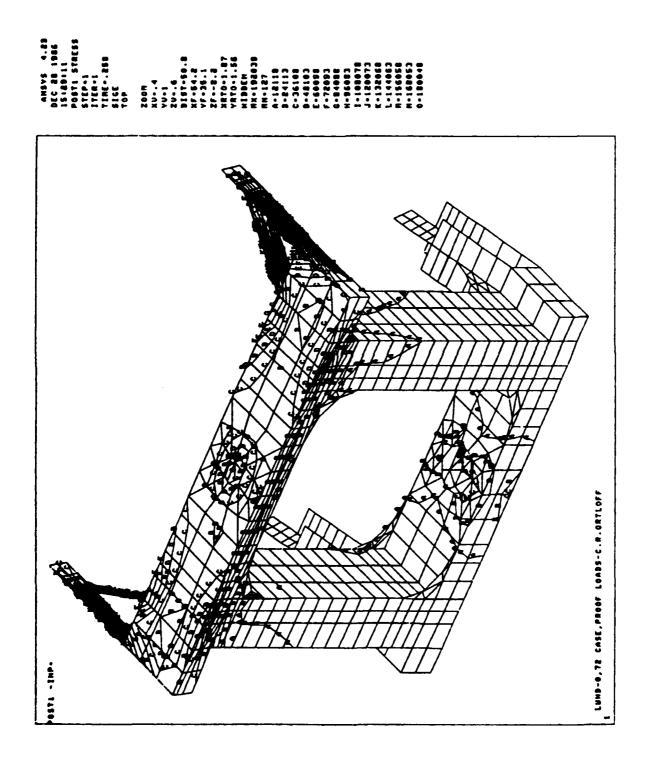
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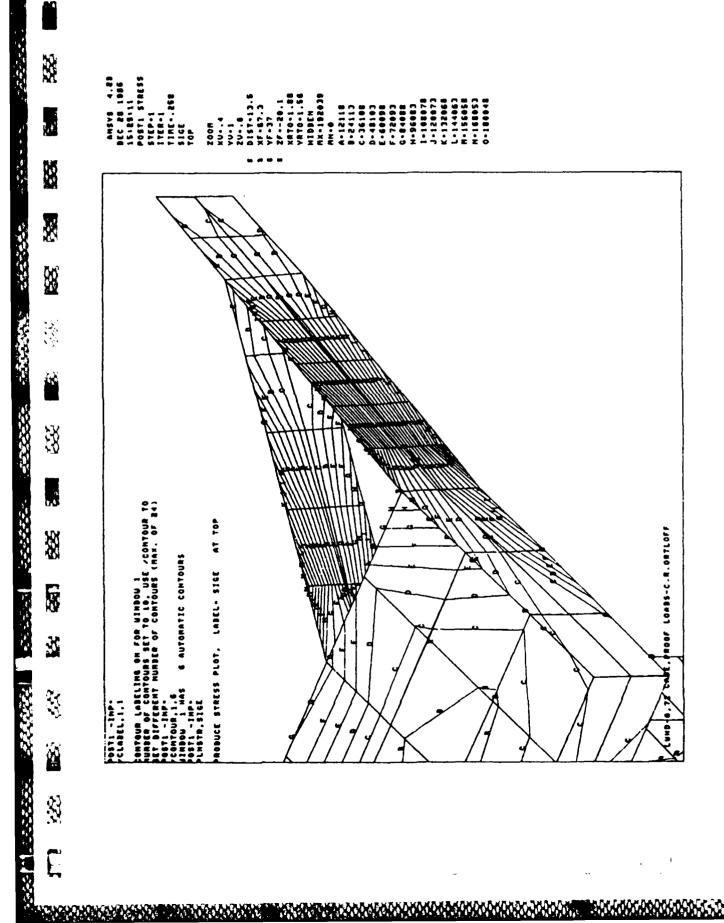
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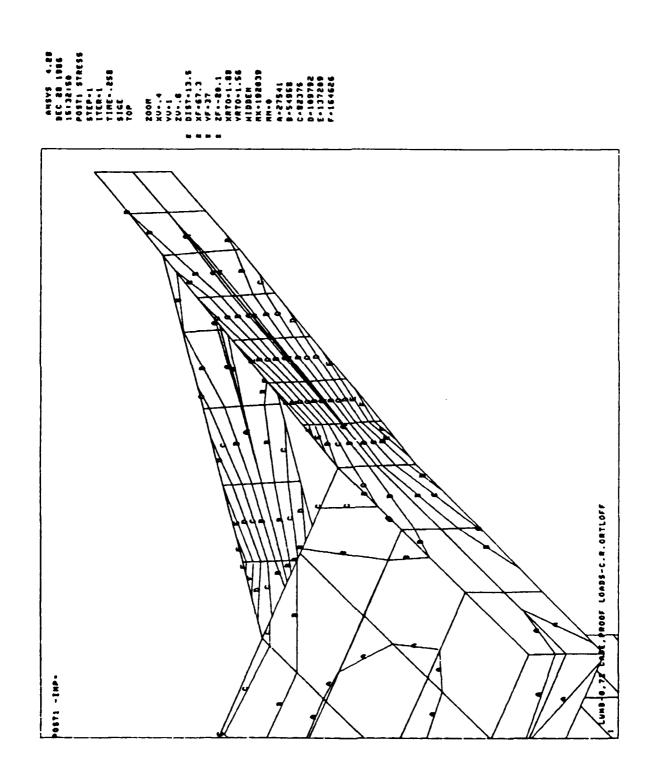
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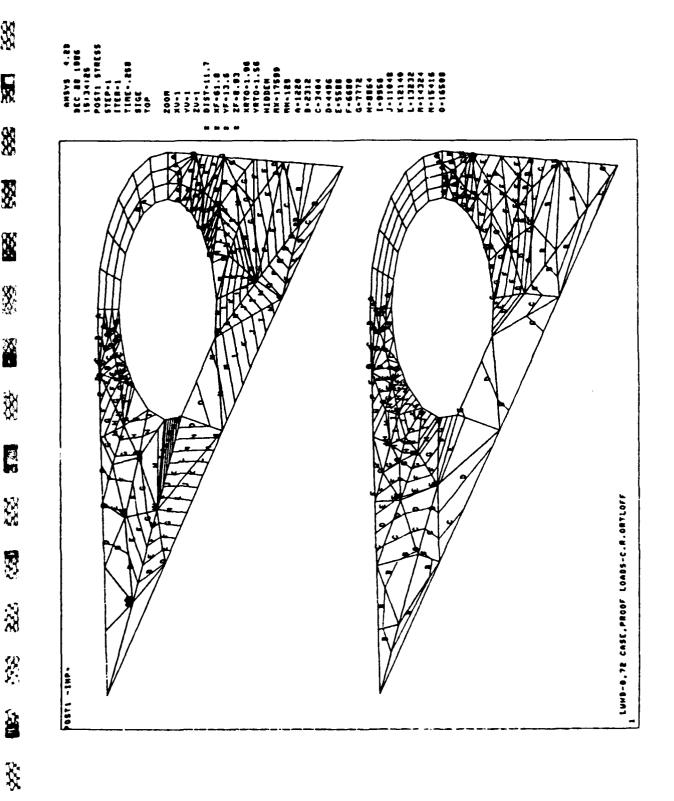
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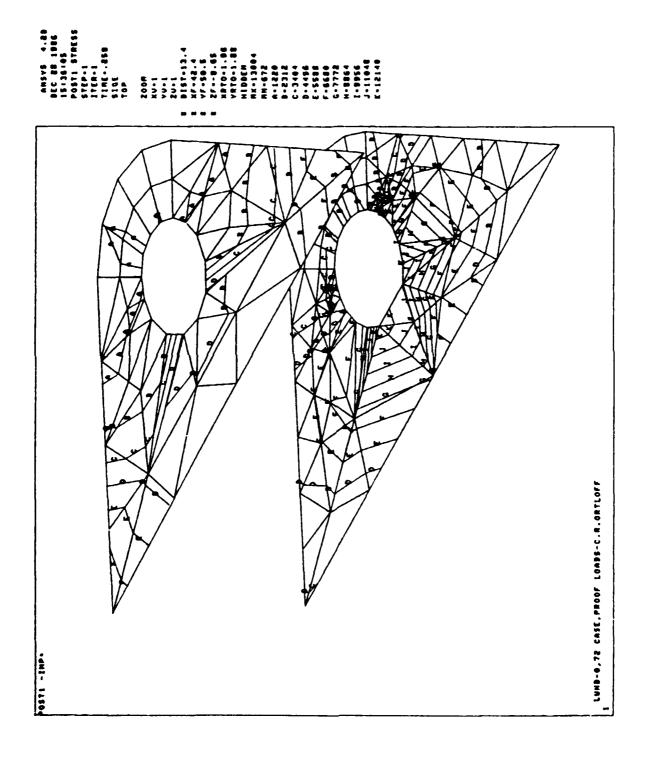
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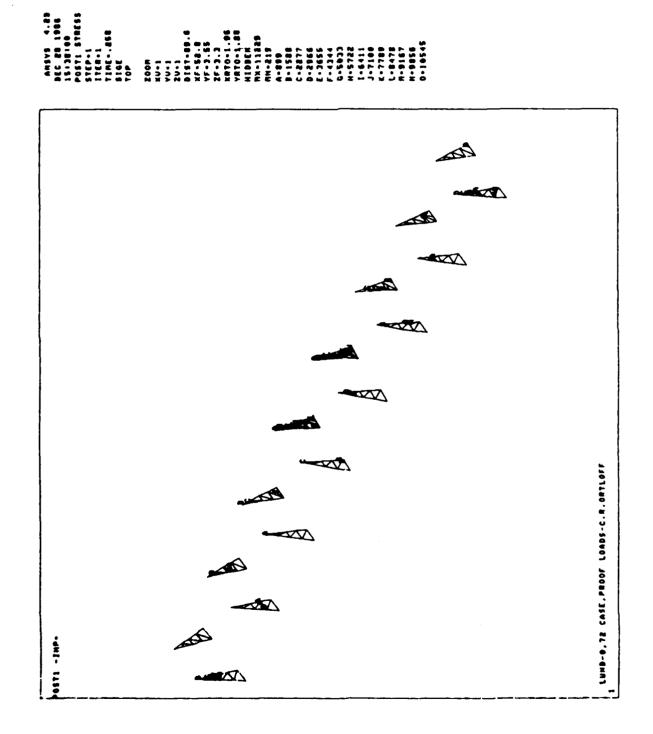


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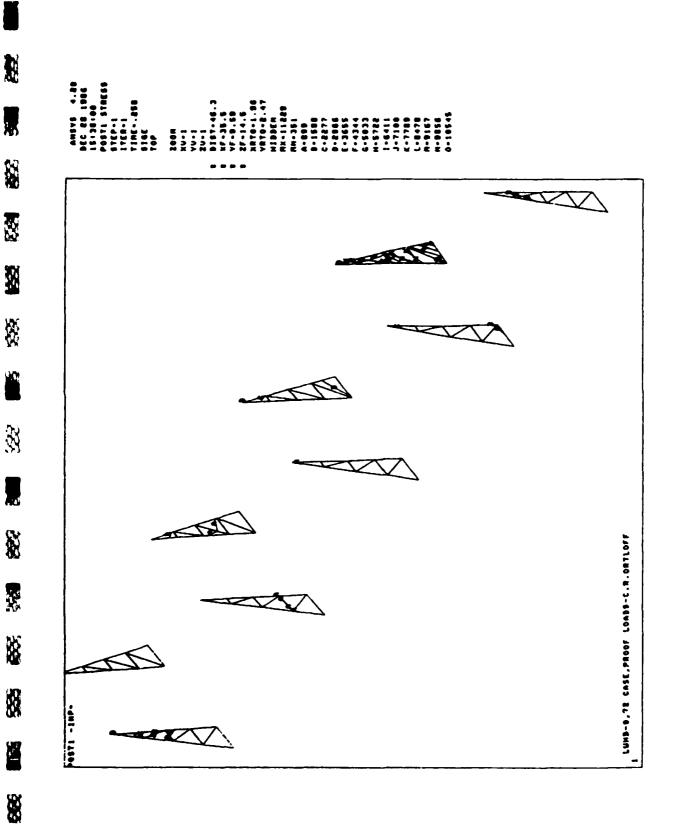
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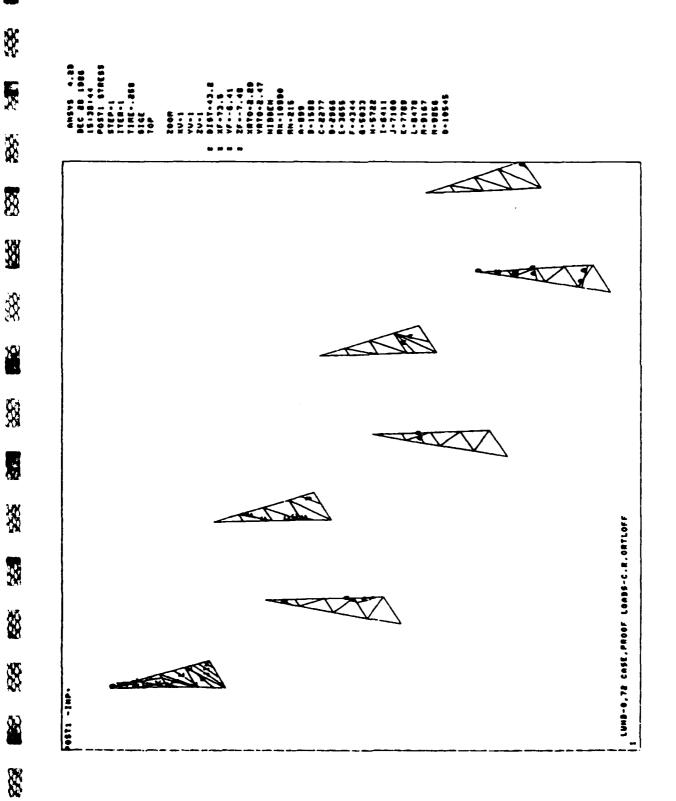
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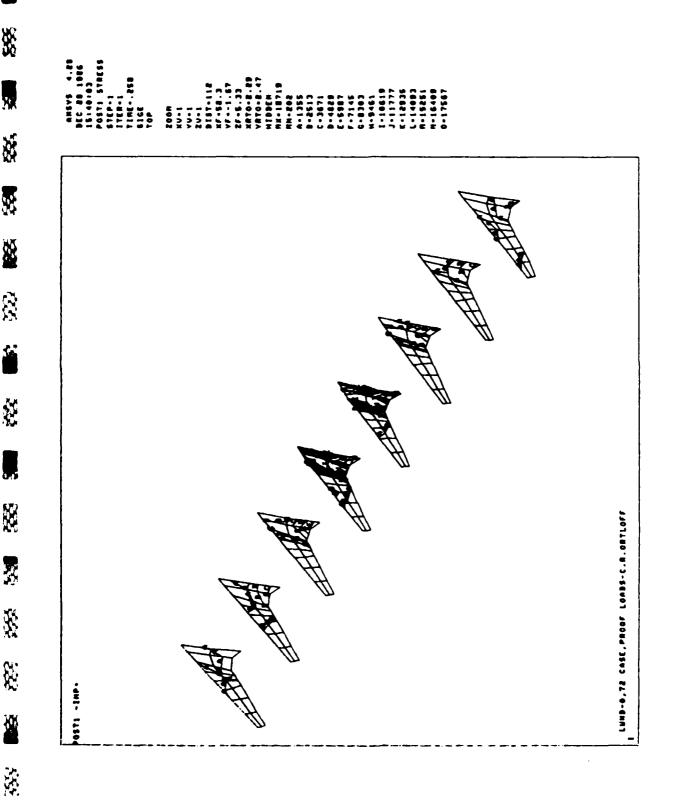
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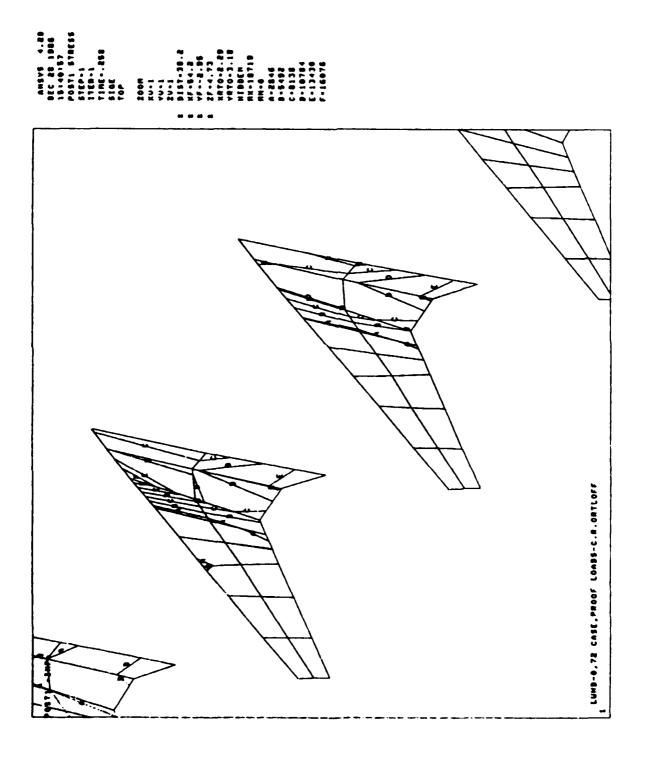
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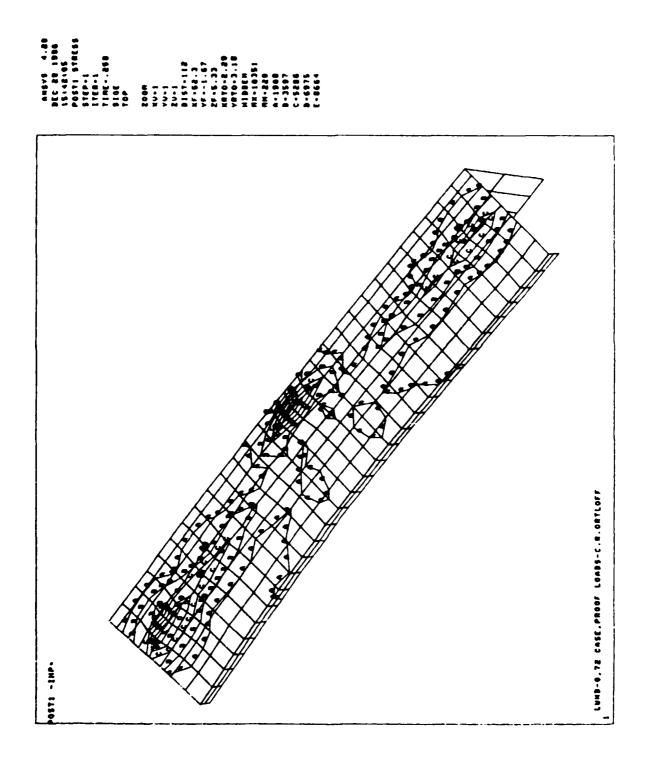
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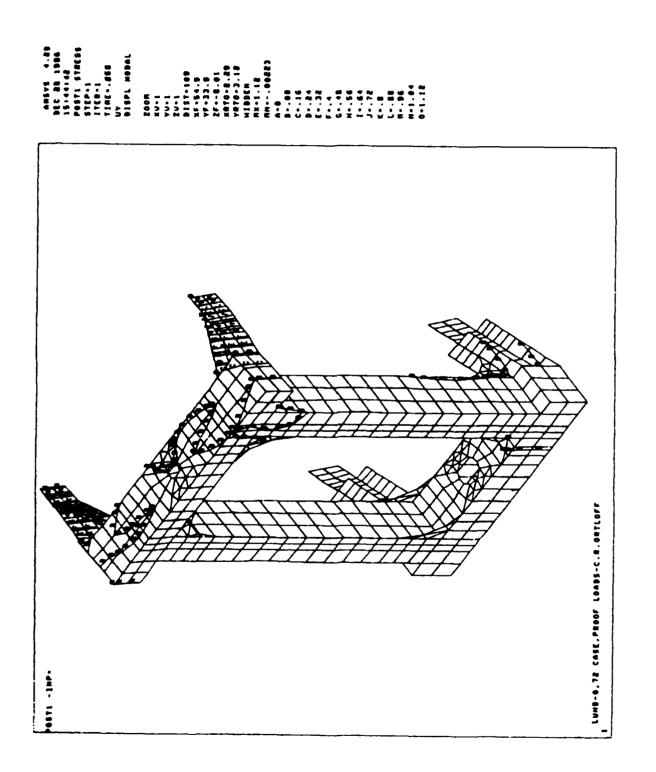
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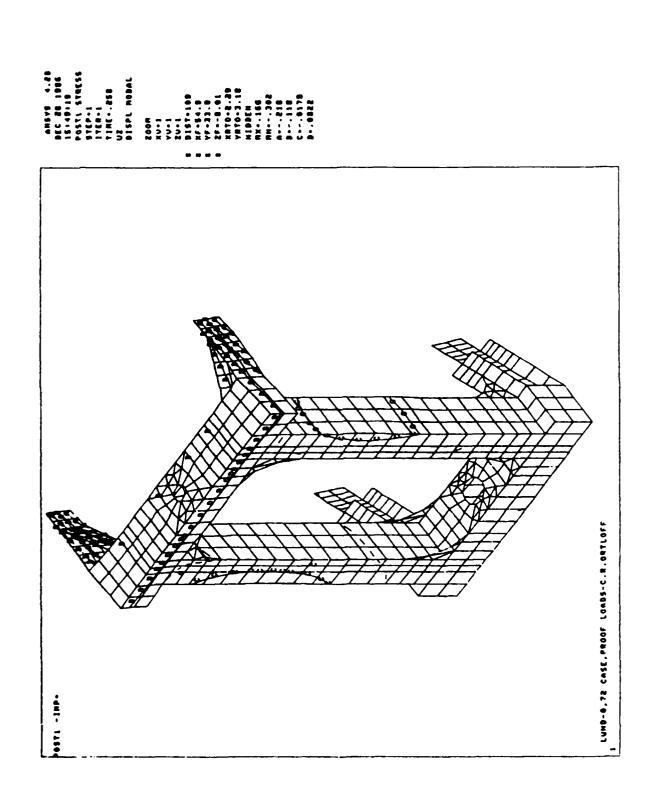
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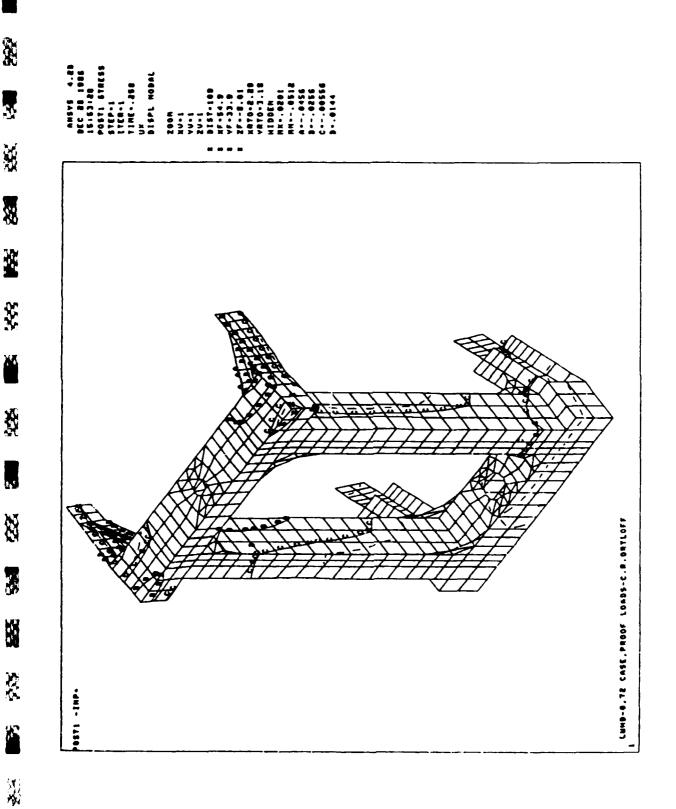
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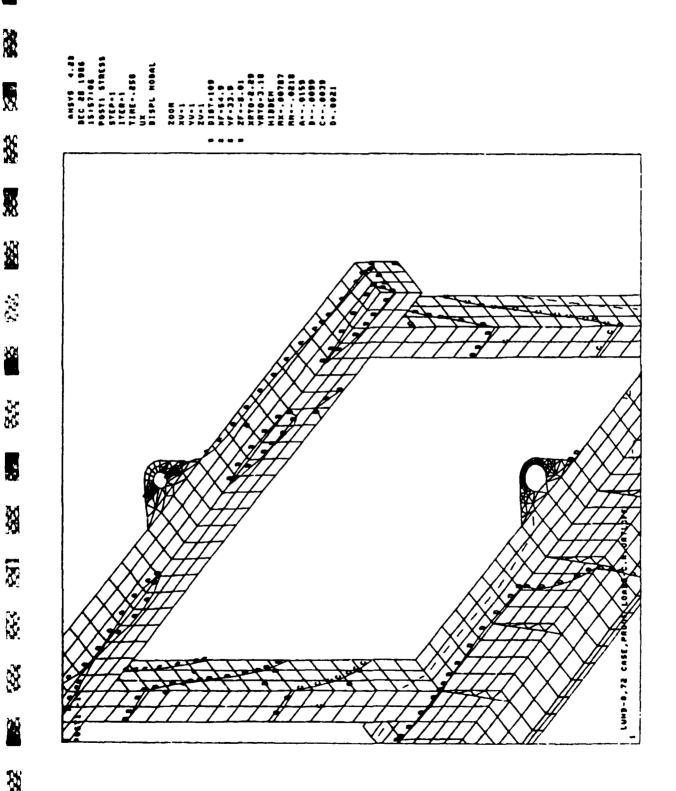
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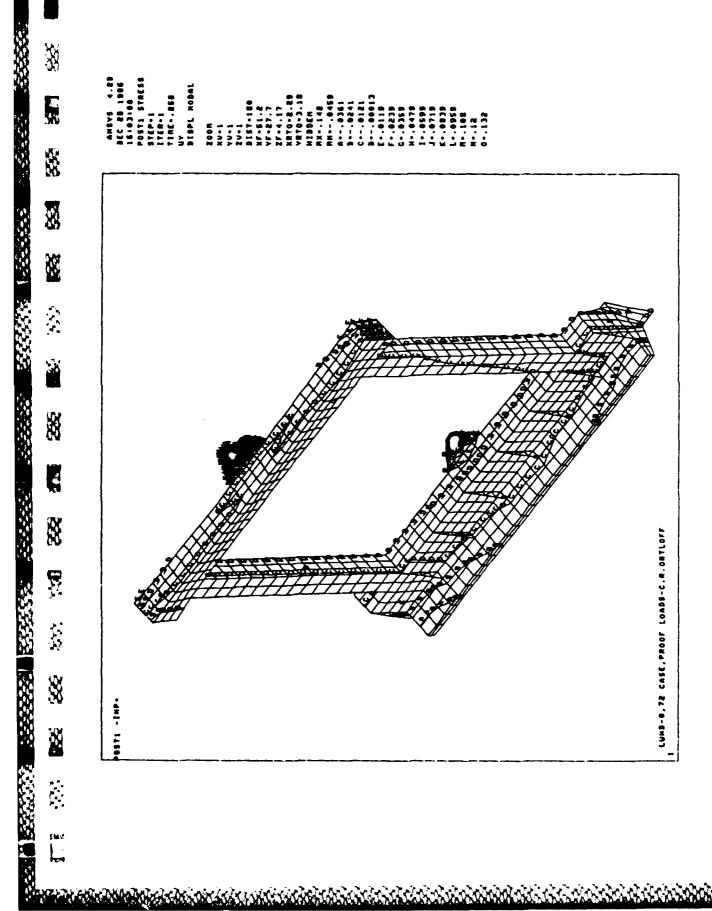


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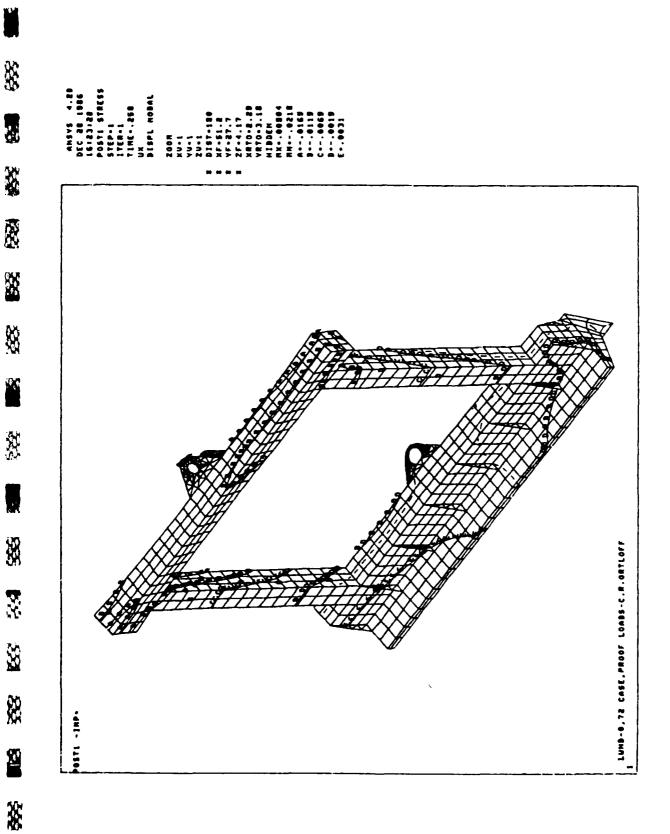
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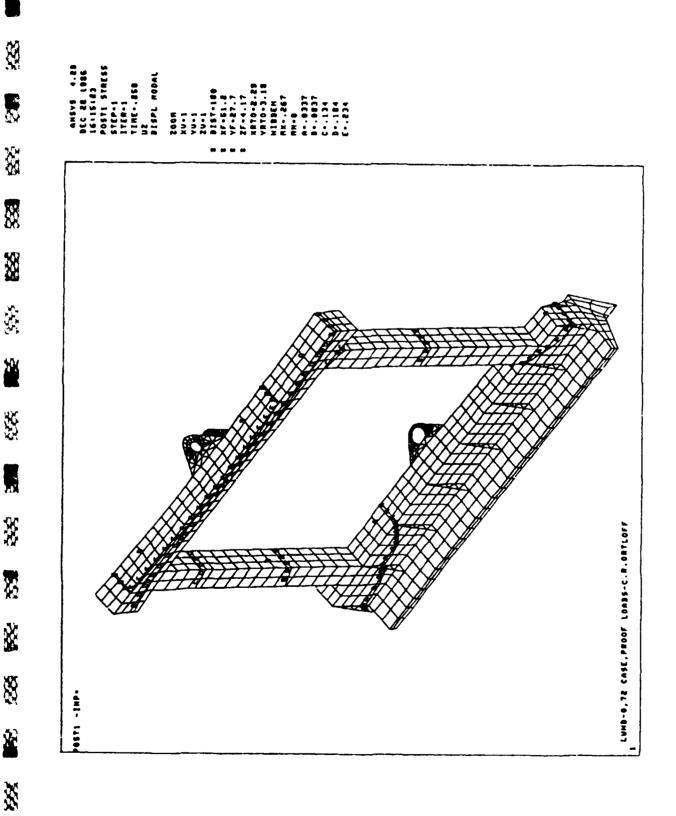
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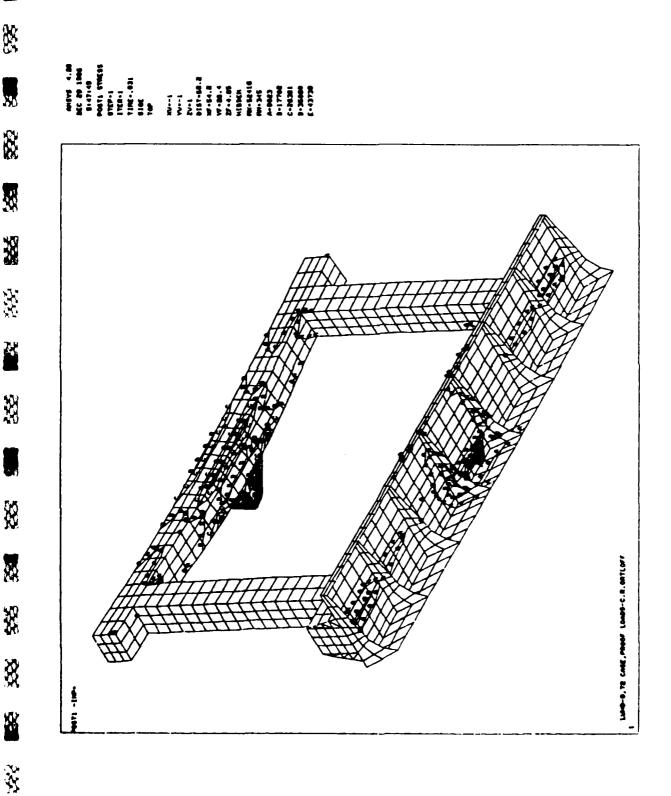
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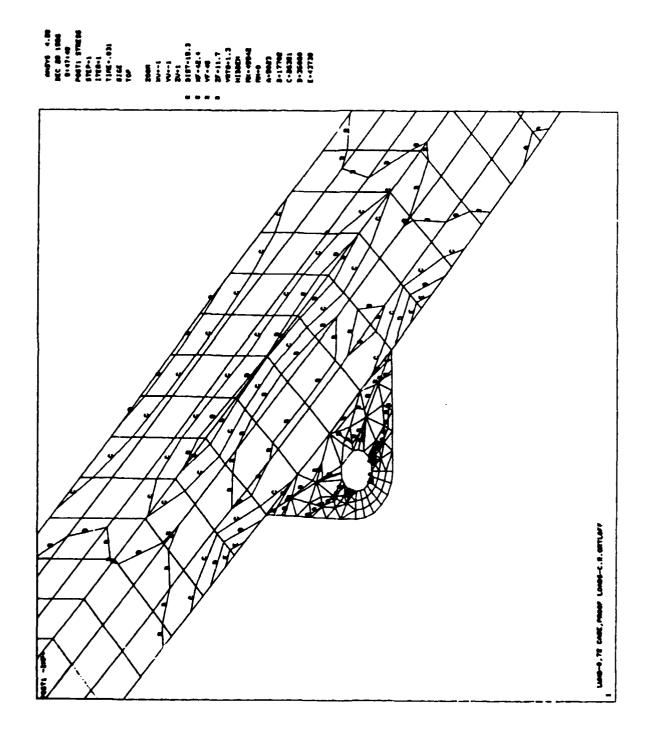
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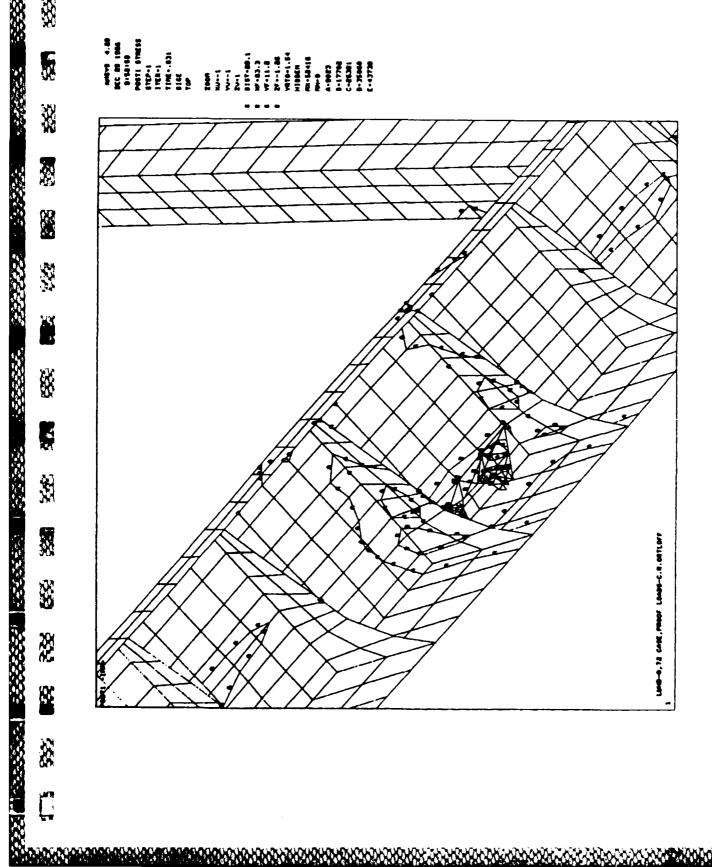
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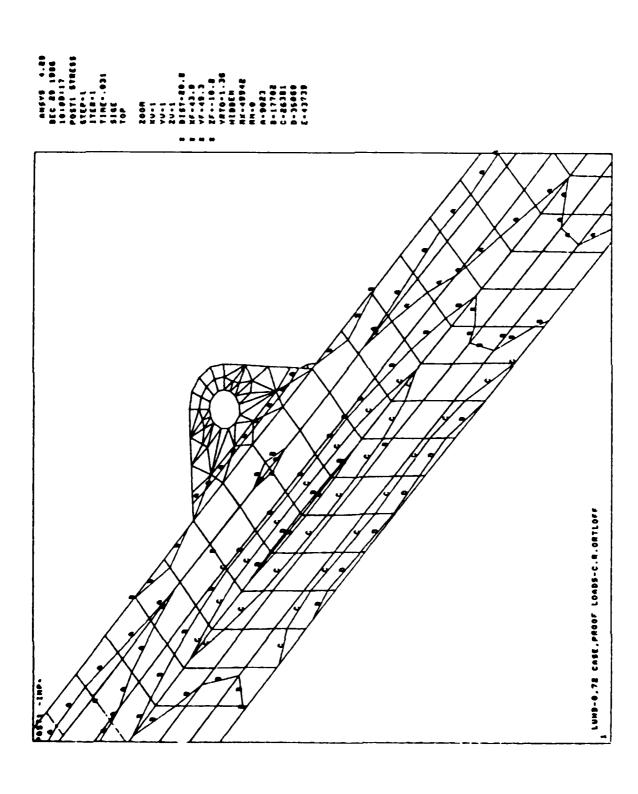
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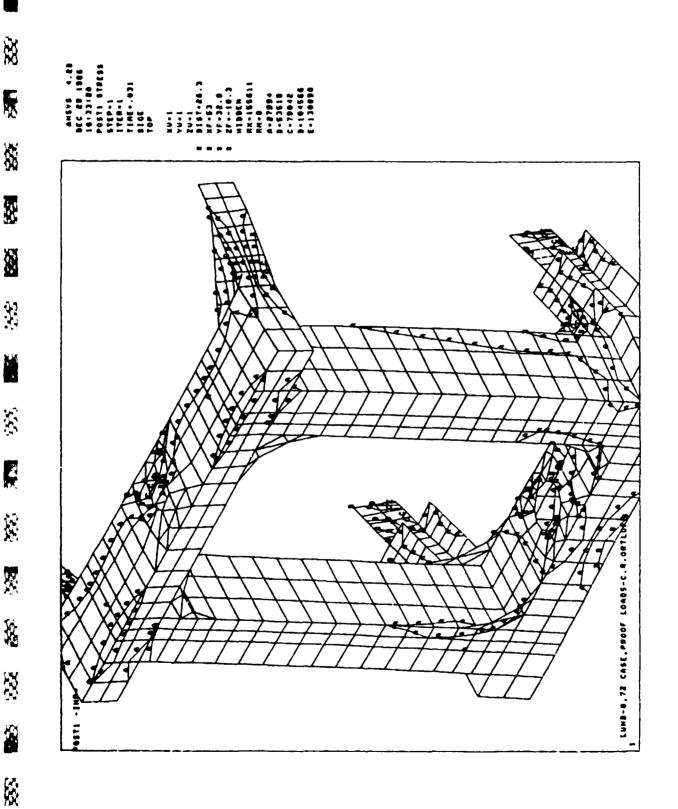
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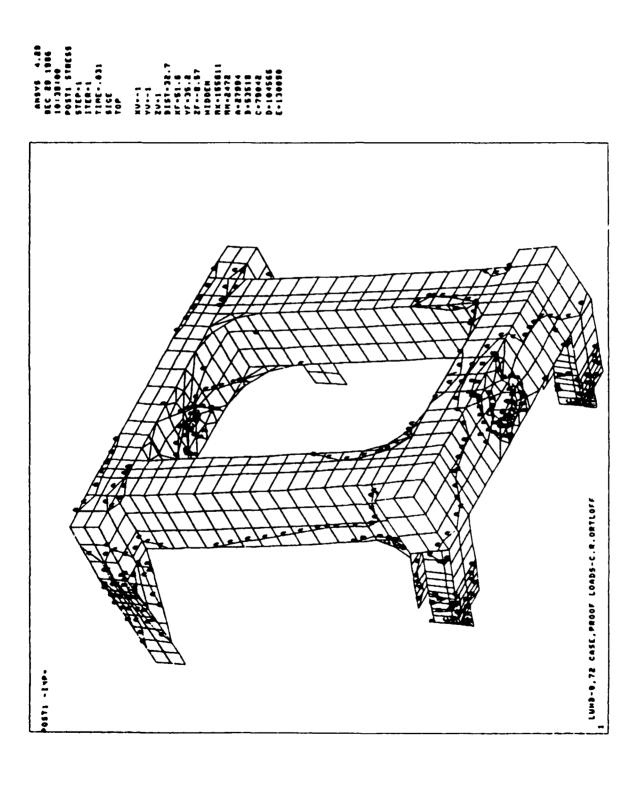
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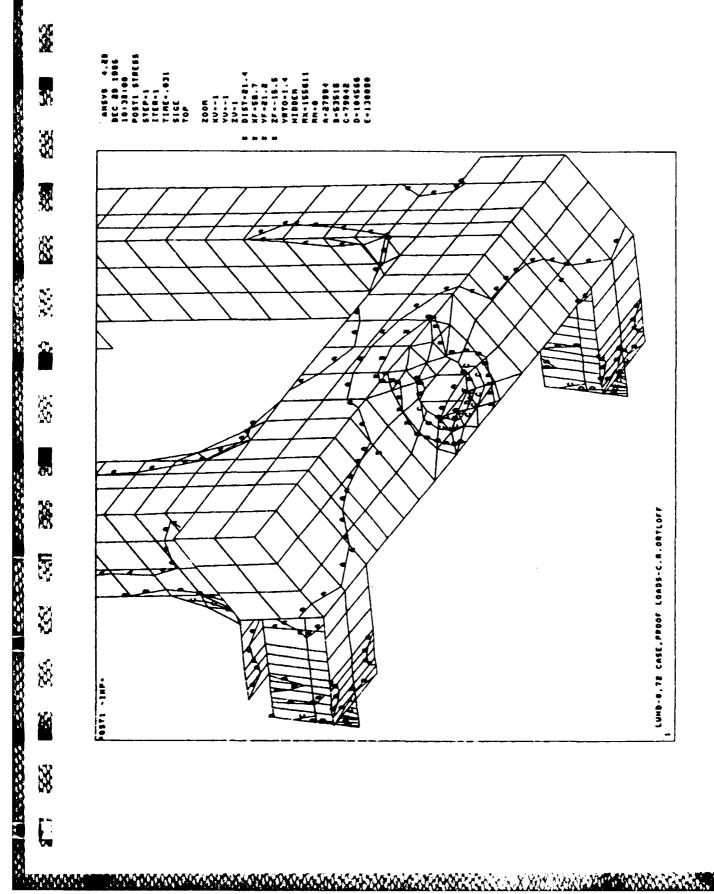
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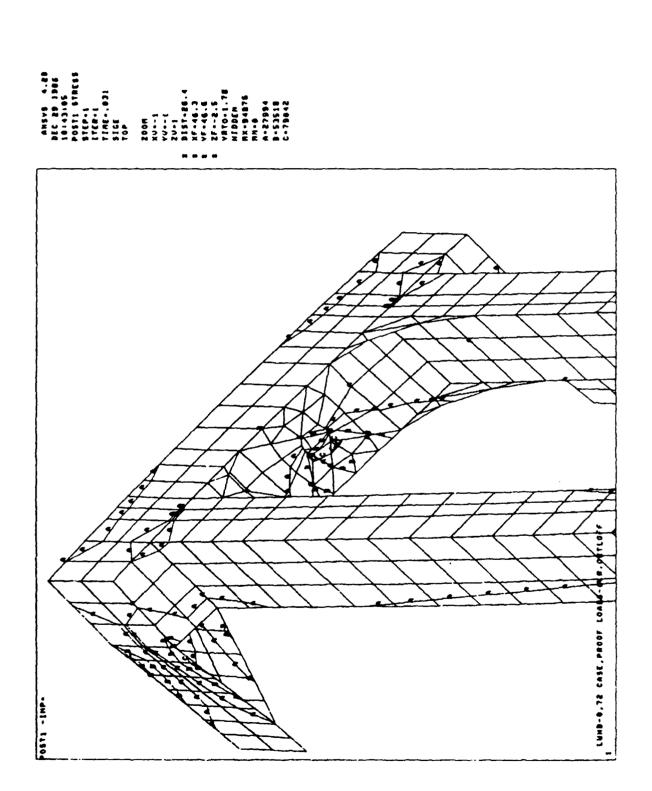
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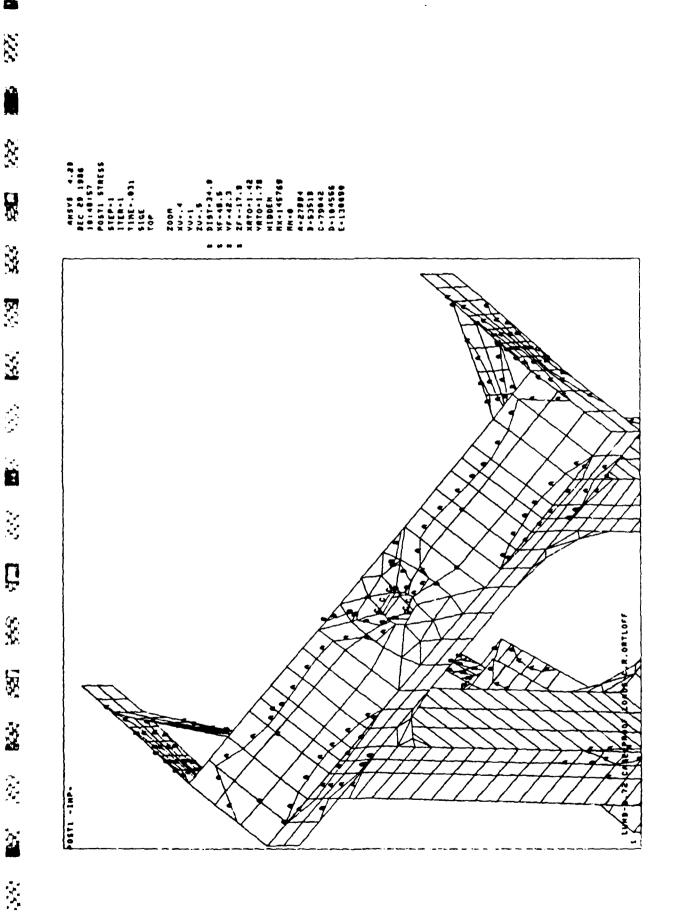
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CEL MEMO: DECEMBER 29, 1986 (PROGRESS)

N. C.

## Central Engineering Laboratories Santa Clara

Interoffice

R. Rathe

Subject

Date Dec. 29, 1986

C. R. Ortloff From

PROGRESS REPORT TO 28 DEC 86

AND RESULTS TO DATE SUMMARY

cc E. Thuse

- A. Amberg
- R. Kazares
- E. Alexander
- B. Anderson
- J. Ries
- L. Libhardt
- B. Zierwick
- P. Carroll

A brief summary of expenditures and progress to date is given to summarize CEL results on the LVHD Phase II project.

Of the \$1.4MM awarded to Northern Ordnance, \$60K is now scheduled for CEL Applied Mechanics and \$15K to MEL. Expenditures to date are: Applied Mechanics \$33K, MEL \$0K. Original budget of \$120K for Applied Mechanics was reduced to \$60K (10/86) with no reduction in expected work or schedule times.

Design analysis and deliverables have been forwarded to Northern Ordnance for the most current available version of the cradle. Work to date includes a static analysis of the (2) layer (oa) core Gr/Ep sandwich structure under firing load maximums. performed by M. Rodamaker (ANSYS consultant) on the dynamic behavior of a simplified FE model of the cradle provided dynamic amplification factors between 1 to 1.5 used to modify the static results for an approximation to the dynamic stress state. The current cradle design apparently fails by a number of composite failure mechanisms (Memo: C. R. Ortloff to R. Rathe, 8 Dec 86) and is presently under redesign. Suggestions were forwarded with the above memo for a redesign of the filament wound structure with additional layers to produce a workable design. As yet, no response on the new design (woven roving layup) or acceptance of the suggested modified filament wound structure has been received for further analysis (as of 28 Dec 86). Hard copy of the static analysis was also forwarded (C. R. Ortloff to L. Libhardt, 16 Dec 86) as requested.

- Dynamic analysis of the  $0^{\circ}-0^{\circ}$  load case has been performed and results forwarded (Memo: CRO to L. Libhardt, 17 Dec 86). Analysis showed that the gimbal shaft attachment zones were over stressed and needed local reinforcement. The system appeared to be stable under dynamic firing loads.
- Dynamic analysis of the 00-720 load case has been performed and results forwarded (Memo: CRO to L. Libhardt, 28 Dec 86). Results indicate local failure of the gimbal upper and lower

CRD/861229/02

arms in addition to local failure of the shaft attachment zones in the gimbal. These parts may be reinforced to meet strength requirements as outlined in the memo. In total, some 384 pages of computer hard copy output on stress results have been forwarded with these memos.

- o A description of the model, loads and boundary conditions (and accompanying hard copy) was sent (Memo: CRO to L. Libhardt, 22 Dec 86) by request in order to provide materials to NOD staff for ARDEC presentations. Further color transparencies were sent (Memo: CRO to L. Libhardt, 29 Dec 86) with additional descriptive material to add to the materials previously sent.
- o Estimates of the effects of thermal expansion and moisture absorption stresses were made (Memo: CRO to L. Libhardt, 22 Dec 86) for the cradle by the University of Delaware CMAP program.
- o The 22.5°-72°, 22.5°-0° FE models are finished (3600 elements each). The 22.5°-72° dynamic stress analysis case has been run and is currently in postprocessing. Each run is 32 CPU hours.
- o About \$30K work of CEL computer resources has been devoted to the project to date. Remaining load cases (LAPES loads, various soil models for the spade to react to, further design iterations, etc.) remain. It is estimated that several hundred CPU hours will be expended before the project is completed.
- o Investigations on thermal expansion stresses under hot, wet conditions for the cradle are underway (in the run queue). Further investigations of cradle buckling are being set up for a run in early January. Buckling effects may dominate survivability considerations for the cradle.
- o Considerable overtime (not charged to the project) has been devoted to accomplish the project's schedule and cost goals.
- Numerous changes in FE models have been made throughout he history of the project. It is estimated that 10 major revisions and/or new models were made in the course of the project to keep up with the "current design" and provide stress results. Once the design was stabilized in December, stress reports ensued rapidly (5 reports in the month of December, for example). As of 28 Dec 86, no new design updates have been received for the trails or cradle. Once these are received, FE models will be revised quickly and rerun to test new design fixes.

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R. Rathe Progress Report to 28 Dec 86 and Results to Date Summary

- The computer loading for work to date has been high. Problems occurred with disk space available (450K blocks) compared to necessary disk space to run a problem (400K blocks). Use of M. Rodamaker's computer system alleviated the problem of running multiple problems simultaneously and permitted rapid progress to be made. It is recommended that 700K blocks be held in reserve for problems of this size and complexity. Fees for M. Rodamaker's work are to be taken out of the CEL budget at NOD's request.
- o In the spirit of cooperation, I ask for all current design updates to be sent to me as soon as possible so that I may modify the FE models and report results of the next design iteration. The more rapidly this process can occur, the more design iterations can be performed and the better the final design will be.
- o Four trips have been taken to NOD (CRO) and NOD personnel have visited CEL twice to discuss progress on the project. To date, no invitation to present FEA results or to visit ARDEC has been made to CEL to upgrade our understanding of latest developments on the project.

C. R. Ortloff

D3/170 CEL MEMO: DECEMBER 30, 1986

Interoffice

Larry Libhardt

Dec. 30, 1986

From

T o

C. R. Ortloff

cc E. Thuse A. Amberg

Subject

RESPONSE TO REQUEST FOR COLOR GRAPHICS PLOTS FOR THE NOD/ARDEC PRESENTATION (9 FIGURES) IN JANUARY R. Kazares

J. Ries R. Rathe

n. Rathe

E. Alexander

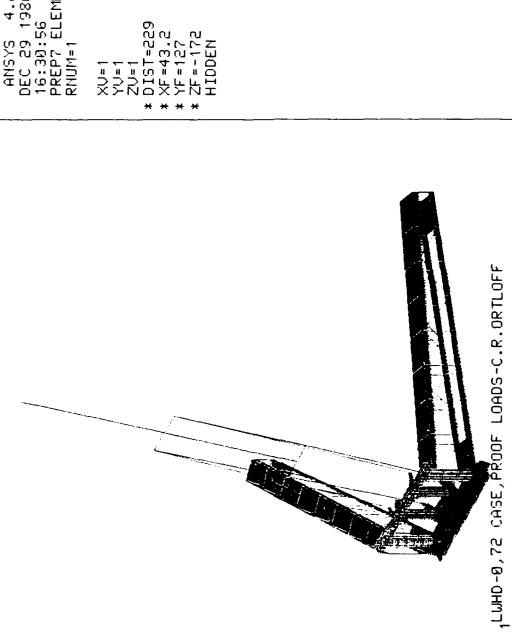
Enclosed are color transparencies showing the FEA model  $(0^{\circ}-72^{\circ}$  case) and various components of the full model. Also shown are some stress color fill plots representing the stress states at a given time during dynamic loading. I trust that these plots plus the several hundred B+W stress plots supplied with earlier memos will give you sufficient material to answer any questions at the design review meeting. Please contact me if you need any additional presentation or descriptive material before your meeting.

Please store all original hard copy material in a cool, dry place (or xerox as required) as these originals will darken with exposure to light. At some later time, I may request some of these originals to be returned for inclusion in the final stress report.

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C. R. Ortloff

CR0/861230/01



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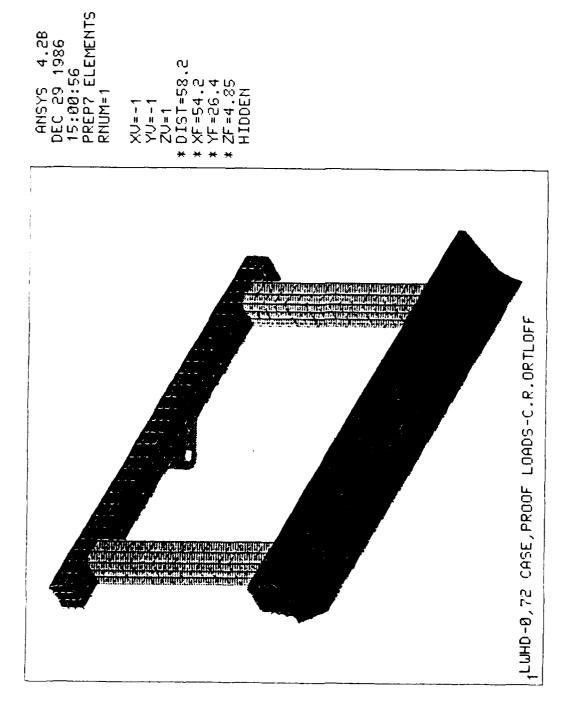
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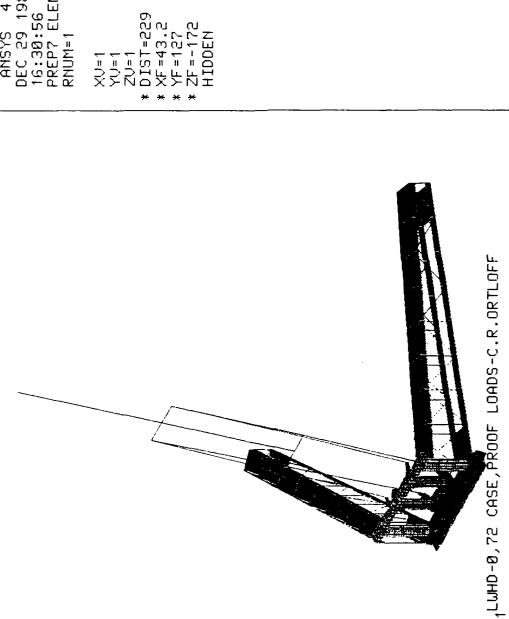
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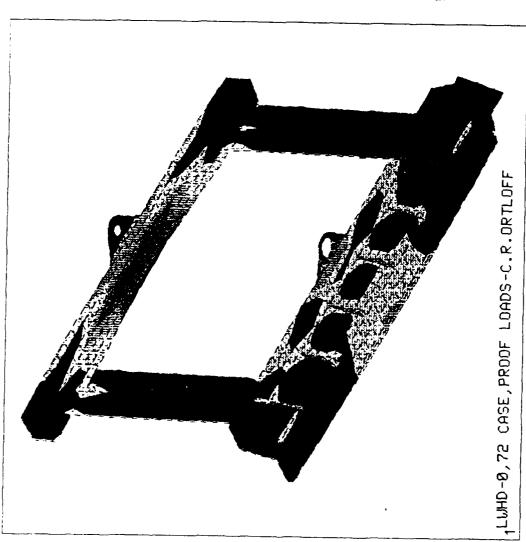
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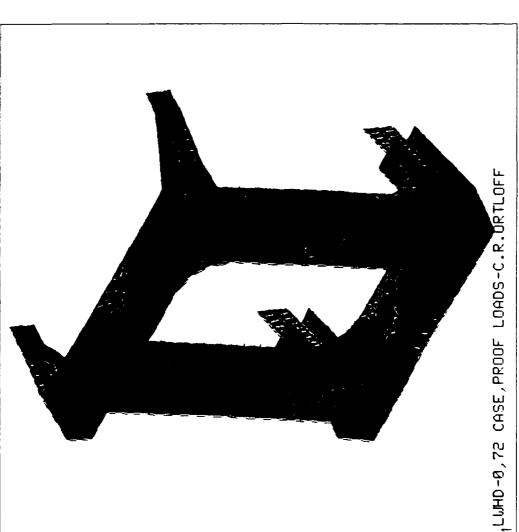
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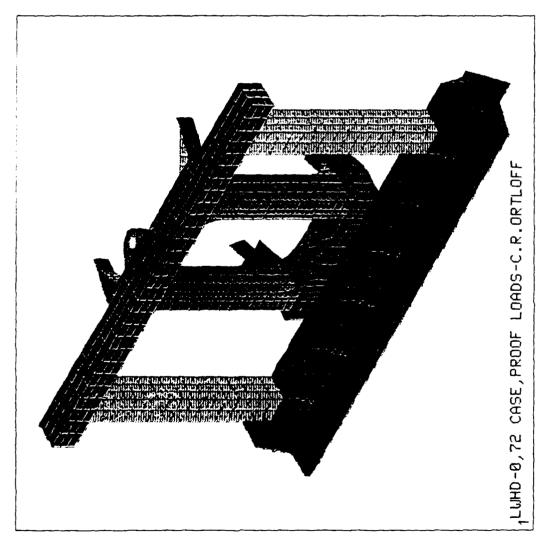
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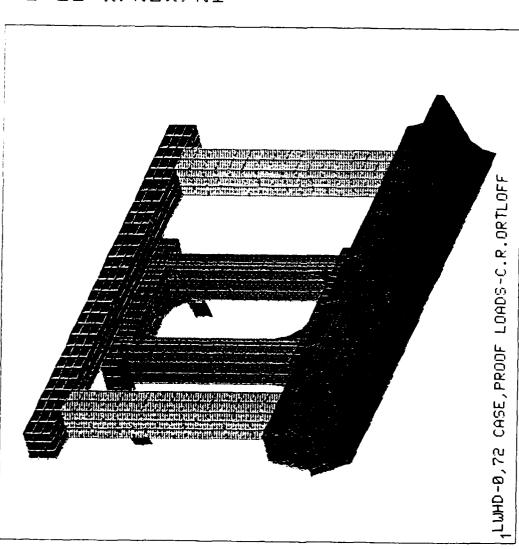
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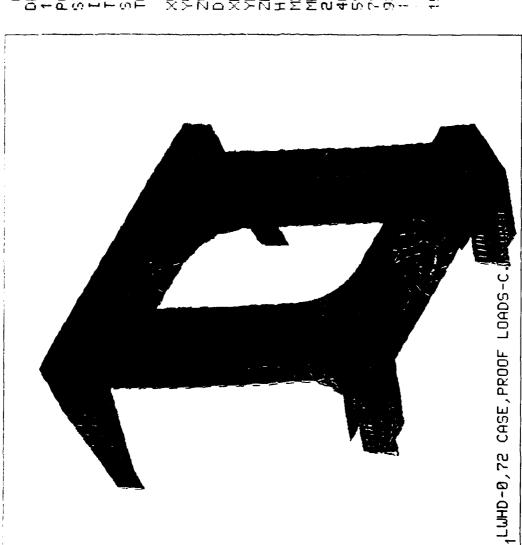
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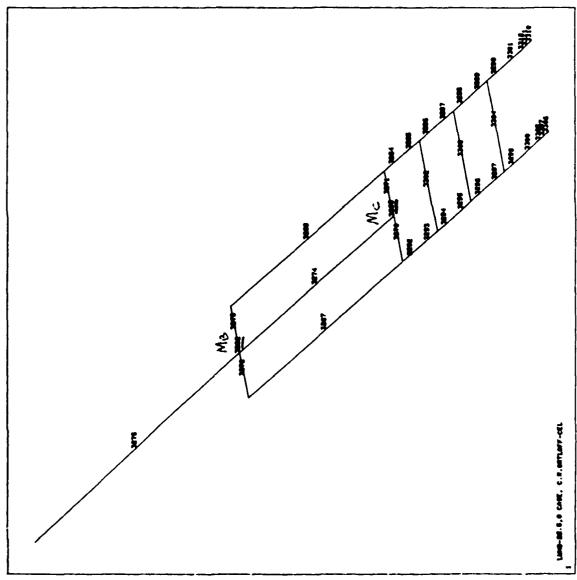
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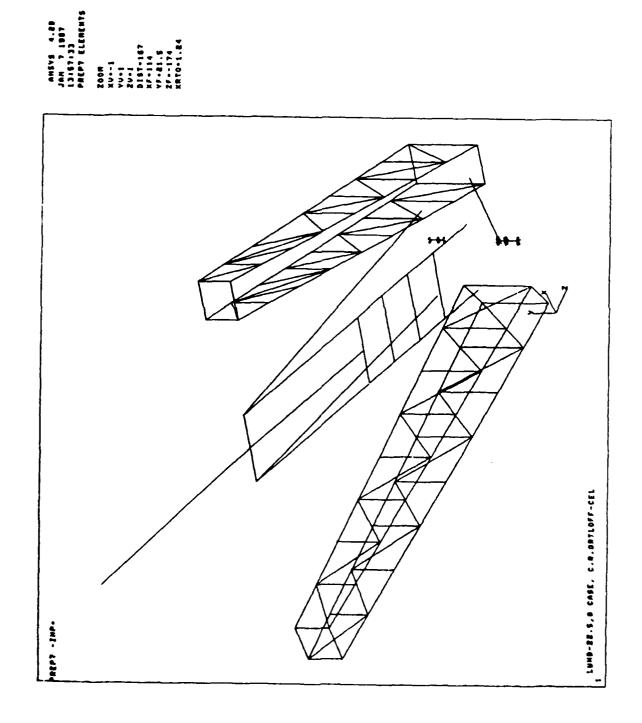
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# Central Engineering Laboratories Santa Clara

Interoffice

to L. Libhardt

Date January 7, 1987

From C. R. Ortloff

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cc R. Rathe R. Kazares

J. Ries

Subject DELIVERY OF REQUESTED MATERIAL

E. Thuse

Pursuant to our 7 January 87 telecall, I am forwarding three requested items immediately. I will forward additional color transparancies tomorrow as requested. The  $22.5^{\circ}-0^{\circ}$  system load case is done and a memo will be forwarded to you before 9 January 87.

C. R. Ortloff

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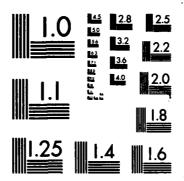
> > of IXED LOWER EDGE OF SPADE (UX=1)=10=0 o CONSTRAINTS ON VERTICAL DISPLACEMENT OF THE HORIZONTAL PLATE PART OF THE SPADE (UY=0 AT SELECTED NODES ON THE PLATE) o FREE TRAIL ENDS

SOFT SOIL EMPLACEMENT

"EQUIVALENT" SPRING (MATCHING-SOIL ELASTICITY) ATTACHED BETWEEN SPADE AND GROUND IN HORIZONTAL, VERTICAL DIRECTIONS OFREE TRAIL ENDS B.

- "MASS OF BARREL, CRADLE WPUT AS LUMPED MASS IN TOTAL SYSTEM FINITE ELEMENT MODEL
- ·ALL OTHER MASS INPUT AS DISTRIBUTED MASS (I.E., DENSITY PRESCRIBED FOR ALL MATERIALS USED

LIGHTWEIGHT TOWED HOWITZER DEMONSTRATOR PHASE 1 AND PARTIAL PHASE 2 VOLUM (U) FMC CORP MINNEAPOLIS MINN NORTHERN ORDNANCE DIV R RATHE ET AL APR 87 FMC-E-3041-VOL-D3-PT-1 DAAA21-86-C-0047 F/G 19/6 4/5 AD-A183 993 UNCLASSIFIED NL



MICROCOPY RESOLUTION TEST CHART NATIONAL BUREAU OF STANDARDS-1963-A

# c. WHAT/WHAT NOT CONSIDERED 'HAT)

- · 3600 ELENIENT FE MODEL
- · CRADLE FREE TO ROTATE ON GIMBAL BEARINGS (ROTX NOT FIXED IN LOCAL COORDINATE SYSTEM)
- CABLES HAVE LOW EI TO PREVENT COMPRESSIVE STIFFNESS AND CORRECT E TO ALLOW FOR TENSIONAL EXTENSION
- ONCENTRATED OR DISTRIBUTED MASS
- · GRAVITY LOADS CONTINUOUSLY APPLIED
- OGIMBAL IF FREE TO ROTATE WITHIN PLATFORM (ATTACHMENT SHAFTS HAVE ZERO TORSIONAL RESISTANCE BUT HAVE BENDING STIFFNESS)
- · A LIMITER BEAM BETWEN GIMBAL AND PLATFORM LIMITS GIMBAL ROTATION
- \* CRADLE MODEL (IN SYSTEM FE MODEL) AEPRESENTED BY A BEAM ELEMENT FRAME APPROXIMATING BENDING AND TORSIONAL RESISTANCE OF CRADLE
- · LINEAR TRANSIENT DYNAMIC LOADING
- · FORCES AT TRAIL/PLATFORM CONNECTIONS O ROTARY MOMENT OF INERTIA OF CRADE REPRESENTED

C. WHAT/WHAT NOT CONSIDERED 'WHAT NOT!

- · NONLINEAR EHECTS OF THE SOIL MODEL ISPADE INTERACTION UNDER FIRING LOADS · CABLE NONLINEARITIES (LARGE DEFLECTION, BILINEAR BEHAVIOR)
- "FULL FE MODEL FOR CRADLE (29 LAYER GRIEP FORM (ORE STRUCTURE) APPENDED TO SYSTEM MODEL (ONLY A REPRESENTATIVE BEAM ELEMENT MODEL OF THE CRADLE USED)
- "STATIONARY BARREL POSITION DURING-

### DI MANNER OF LOADING

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- · FORCE VS. TIME DYNAMIC LOADING-CURVES FOR RECOIL AND TORQUE FORCES INPUT INTO ANSYS LINEAR TRANSIENT DYNAMIC ANALYSIS (BY PREP 6 ROUTINES (PROOF LOAD LEVELS)
- O TIME STEP: 0.001 SEC LOADS BAT RAMPED BETWEEN TIME STEPS TIME OF ANALYSIS O TO 1 SECOND
- · 1 G GRAVITY LOAD CONTINUOUSLY APPLIED DURING LOADING

### WORST ENVIRONMENT

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- "HOT, WET CONDITIONS FOR COMPOSITE CRADLE (1-2% MOISTURE, 160%)
- · HARD G-ROUND EMPLACEMENT
- PROOF LOAD DYNAMIC FORCE-TIME HISTORIES AS INPUT LOADS
- · FREE TRAIL ENDS

## F. STRESS REDUCT ON AMRONEMENTS PLANT

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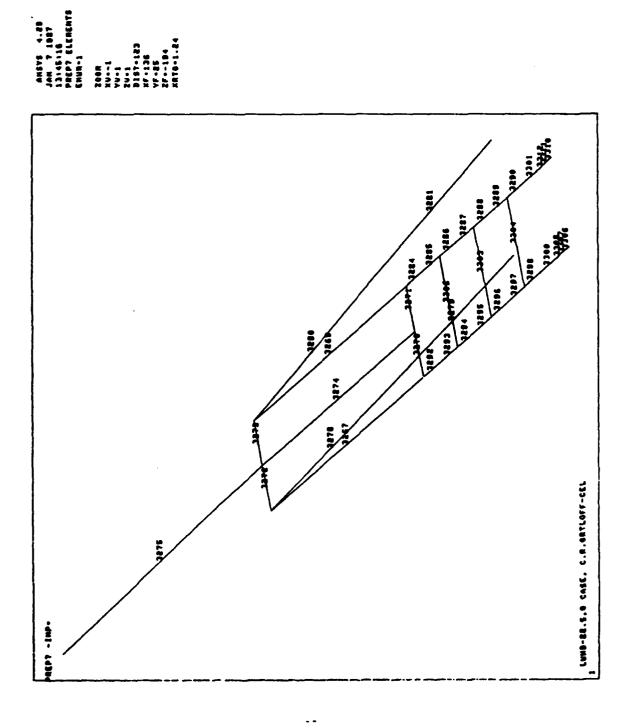
EXAMINATION OF STREET NEEDLTS FOR THE O'-O', O'-TO', 22,5'-O' CINSS INDICATES THE FOLLOW NO CHARES THE FOLLOW NO CHARES THE TOTAL ASTERM DESCRIPTIONS.

- \* REINFORCE GIMBAL/CRADLE MOUNT ARMS (UPPER AND LOWER)
- O REINFORCE (LOCALLY) THE GIMBAL SHAFT ZONES IN BOTH WPER AND LOWER BOX BEAMS
- O REDUCE THICKNESS OF THE PLATFORM AND GIMBAL VERTICAL BOX BEAMS (WEIGHT ) AVING)
- · REINFORCE TRIANGULAR ELEMENTS BETWEEN LOWER PLATFORM BOX BEAM AND SPADE MORIZONTAL PLATE IN CENTER SECTION
- OTHICKEN THE REAR PLATE OF THE UPPER GIMBAL AND PLATFORM BOX BEAMS

the pass year of	× · · · · · · · · · · · · · · · · · · ·	THE RANGE 2962 TO 2962	18.175 -251.14	THE RANGE 3000 TO 3000	18.178 -28.843	THE BARRE 3666 TO 3666	10.176 -15.031	THE RANGE 2863 TO 2963	18.175 -138.43	THE RANGE 2779 TO 2778	5 . 75 × 51.75
Milot.essy List selectes webpe in the maker year to year an	2000 K K E18.00 L8.	LIST SELECTED HODES IN THE RANGE 2942 TO 2962	2000 X X 2000 137.17 16.	LIST SELECTED HODES IN THE RANGE 1866 TO 1860 BY	100E A 096 18.	LIST SELECTED MODES IN THE NAMEE 3008 TO 3006	2006 X 3006 76.508 18. 9467 -129.	LIST SELECTED HODES IN THE RANGE 2963 TO 2963	2006 X 2863 90.485 18.2 2779 -18P-	LIST SELECTED MODES IN THE RANGE 2778 TO 2778 BY	HODE X E779 39.142 51.7

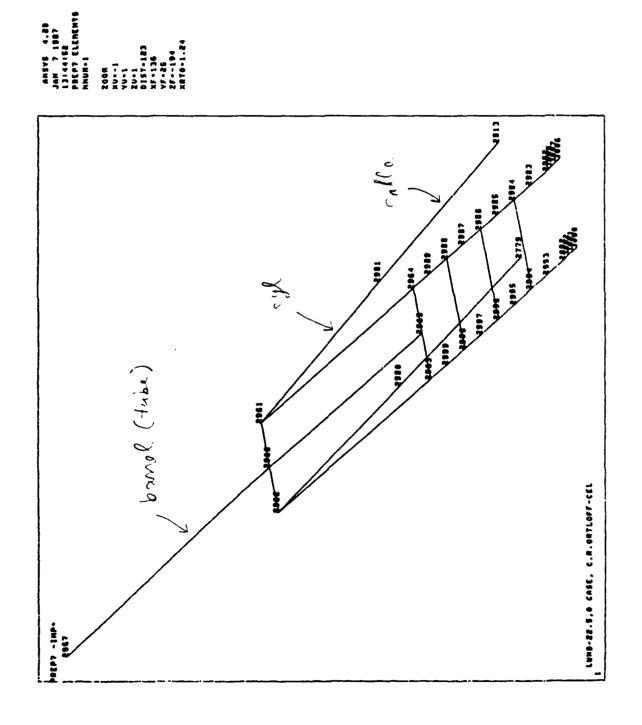
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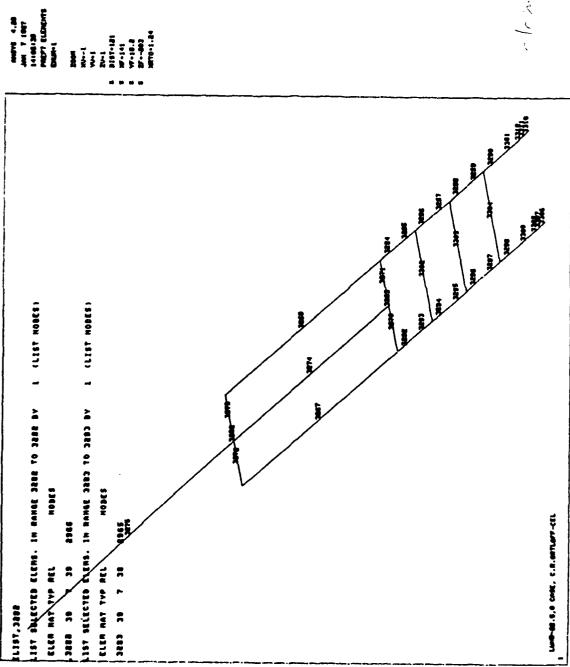
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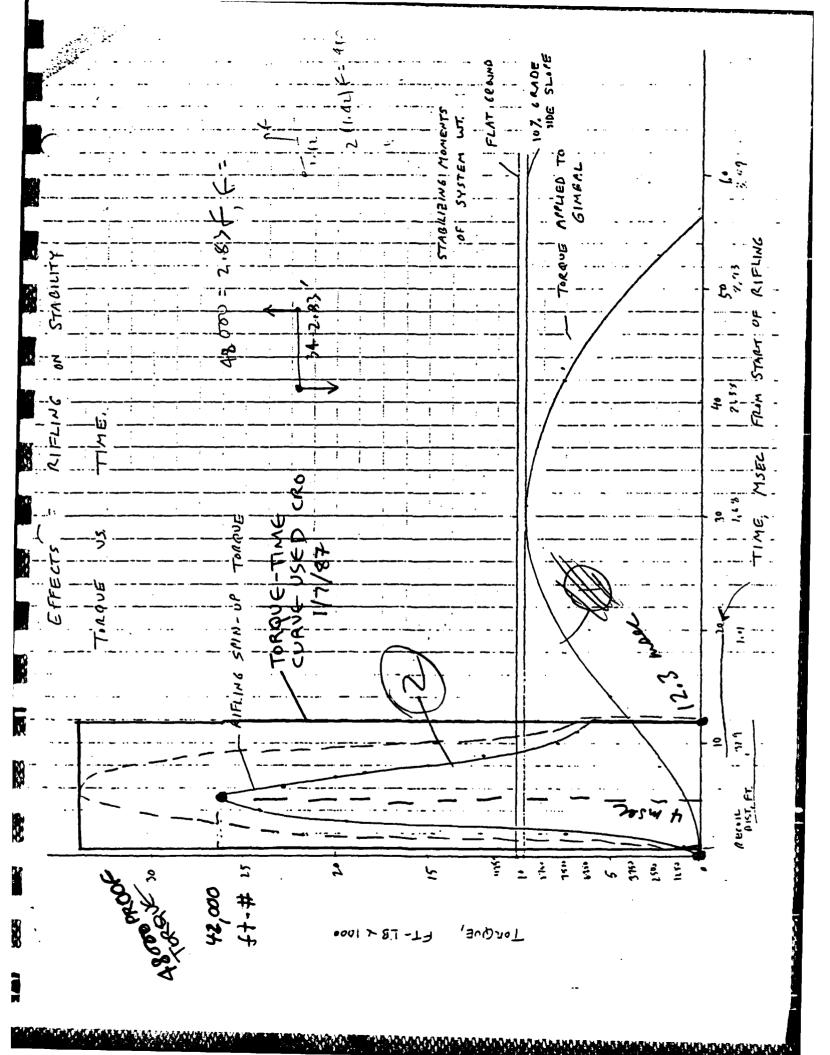
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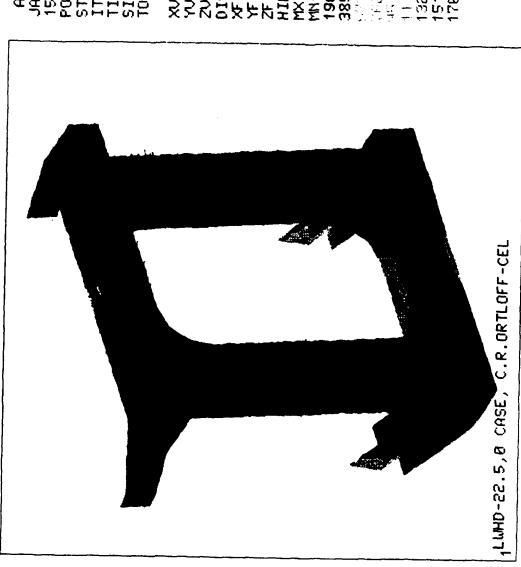
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Figure 4-2



Additional Transparancies /VIEW,1-1,1,1 /ANGLE,1,0 CRO



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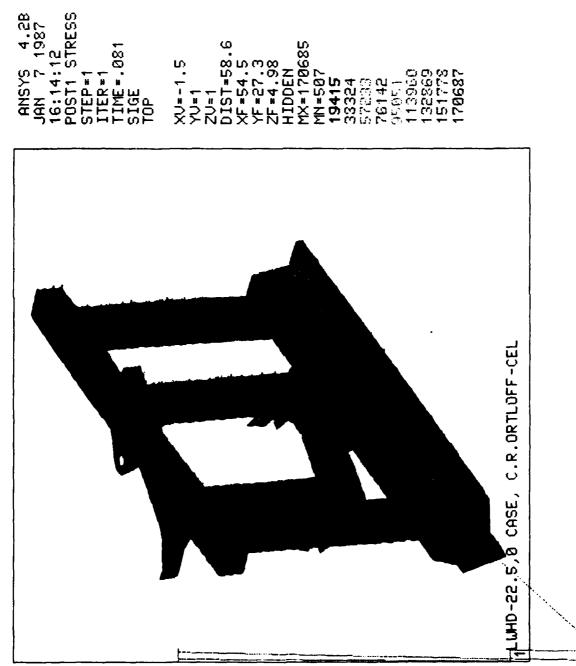
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CEL MEMO: JANUARY 8, 1987

# Central Engineering Laboratories Santa Clara

Interoffice

to Larry Libhardt\*

Date January 8, 1987

From

C. R. Ortloff

Subject

STRESS STABILITY RESULTS FOR THE LTHD 22.5° GIMBAL ROTATION, 0° ELEVATION CASE UNDER PROOF LOADS

R. Kazares
A. Amberg

J. Ries

R. Rathe

B. Anderson

\*81 figures only

Figures 385-466 present the results for the 22.50-00 total system FE model under proof dynamic firing loads. System weight for the trails, gimbal, platform, cradle plus internals is computed to be 7890.27 lbf. Additional weight (not included in the FE model) includes wheels and wheel mount/retraction structures and miscellaneous attachments to bring total weight up to 9000 lbf.

The main conclusions of the present study are given below. Stress passes have been performed for 0.318, 0.018 and 0.081 sec. times.

- The cradle (at a node on the forward manifold) undergoes about a 4 inch vertical motion when subject to firing loads. Cable tension appears to go to zero after about 0.375 sec. after firing initiates. It appears that cradle rigid body oscillations then occur (the cradle is suspended on the cable) at about 0.8 Hz (figure 388). The amplitude of these oscillations will damp rapidly due to the high damping constant of the Kevlar cable. Total longitudinal compression (figure 387) is not too far off the values for the more exact 29 lamina cradle FE model indicating that the frame representation for the cradle approximately duplicates the compressional stiffness. Longitudinal vibrational frequency for the cradle appears to be on the order of 5.5 Hz (figure 390).
- o Barreltip deflection (if the barrel remained stationary (which it does not)) is shown in figures 394-396. A component of the firing torque vector along the x-axis present for the 22.50 gimbal rotation case accounts for the barrel "jump" and subsequent near-rigid-body vibration of the cradle (as the cradle is suspended by a flexible cable from the first manifold and has a hinge mounting at the gimbal attachment end).
- o Side to side (UX) motion (figure 395) is also stimulated by the component of the firing torque vector in the Y direction. The maximum amplitude of this motion appears to be about 0.75 inch.
- o Figures 396-415 represent dynamic displacements at MDOF nodes on the platform and gimbal. A damping value of 0.2% is used. Reference to figure 386 gives the location of the MDOF nodes. These curves determine the time value selection for subsequent stress passes.

### Stress Results for 0.318 sec. Stress Pass

- o The lower shaft openings on the gimbal lower box beam have local stresses about at the 80 ksi yield value; this zone (figure 425) should be locally reinforced.
- o The lower platform base plate (figure 427 and 436) shows large stress values over the yield stress. While this may be a result of the UY=0 BC applied to a limited number of nodes on the bottom side of this plate, nevertheless, reference to figures 432-434 indicates that the lower box beam to lower horizontal plate connection zone is highly stressed. Stresses in the triangular supports can reach 66 ksi (figure 434) in this zone. The lower platform plate may undergo local yielding if vertical ground pressure on this plate is not uniform. Figure 428 reinforces the idea that the forward and trailing parts of the horizontal ground spade plate is overstressed and may require thickening to lower stress levels.
- o Top and bottom tabs (figures 429-430) indicate low stress levels and are adequately designed as are the corner gimbal reinforcing tabs (figure 431).
- o A UX=0 condition has been applied to the spade reinforcing plates (figure 435) to limit side travel present for rotated gimbal firing cases. Stresses in these spade reinforcements are low.
- o The gimbal lower arms show stress levels about half of yield stress (figure 437).

#### Stress Results for the 0.018 sec. Stress Pass

- o Again the horizontal spade plate indicates high stress values (figure 442) past the yield stress. It may be advisable to increase both the number and extension of the triangular reinforcement plates on both sides of the lower platform box beam to eliminate stress concentrations in the unsupported panel areas on this plate.
- o Again the triangular reinforcements between lower platform box beam and horizontal spade plate are highly stressed (figures 447-449); reinforcing according to the above suggestion is recommended.
- o The top and bottom tabs (figures 450-451) are adequately designed.
- o Again the gimbal shaft opening in the lower box beam needs reinforcement as local stresses exceed yield stress (figures 453-455).

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### Stress Results for the 0.081 sec. Stress Pass

- o Local stresses in the lower gimbal arms exceed yield stress (figure 456).
- o Local stress in the lower gimbal box beam shaft opening are 75% over yield stress; this zone requires local reinforcing.
- o The horizontal spade plate has stresses over yield similar to results from the other two stress pass cases (figure 461).
- o Top and bottom tabs appear to be adequately designed (figures 462-463).

A table of results is given below for stress in the upper and lower shafts:

Time	Upper Shaft	Lower Shaft
(Sec)	Max. Stress	Max. Stress
0.318	16 ksi	29 ksi
0.081	10.3 ksi	34.6 ksi

An estimate of dynamic forces on the trail-to-platform connecting pins indicates that for both times considered, a maximum of 2,500 lbf on each pin is a reasonable upper bound. This assumes a total of 4 connecting points for each trail to the platform.

#### Conclusions

Based on the results from the  $0^{\circ}-0^{\circ}$ ,  $0^{\circ}-72^{\circ}$ ,  $22.5^{\circ}-0^{\circ}$  cases, the following recommendations are made:

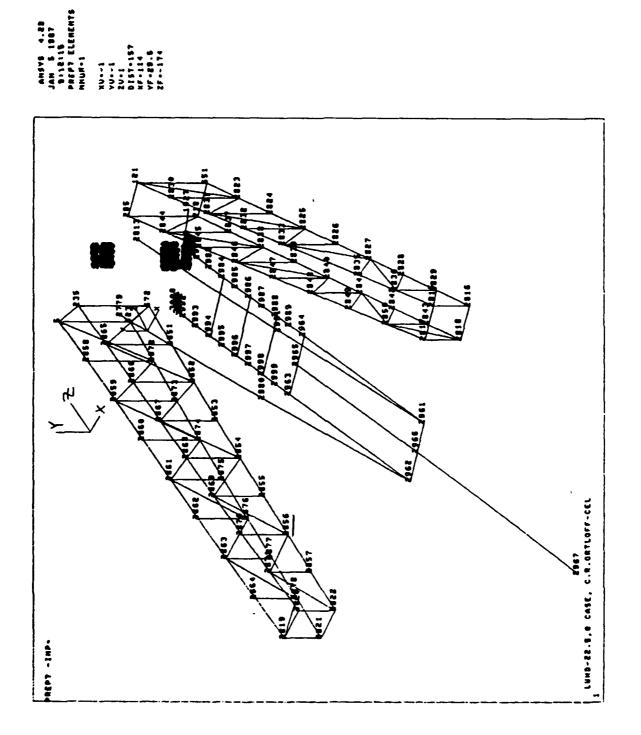
- o Reinforce locally all the shaft opening zones on the gimbal and platform upper and lower box beams.
- o Reinforce the upper and lower gimbal arm sets.
- o Increase the number of triangular reinforcing plates connecting the lower box beam of the platform to the horizontal plate of the spade. An increase in size, number and thickness of these elements appears necessary.
- o Decrease the wall thickness of the vertical box beams in both gimbal and platform. The weight savings thus obtained can be redistributed to suggested reinforcements in other parts of the structure.
- o The present upper and lower gimbal to platform attachment shafts are structurally adequate as are the mount tabs.
- o The upper and lower shafts are adequately designed.

The degree to which reinforcement is necessary may be obtained by reference to the stress plots contained in previous memos (CRO to L. Libhardt, 17 Dec 86 and 29 Dec 86) and the maximum stresses for each case. As a "first approximation" rule the

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stress may be changed linearly by varying the local thickness in the high stress region accordingly. For example, if maximum gimbal vertical box beam stress is 30 ksi, then a 50% reduction in wall thickness could be made with sufficient margin before yield stress values are encountered. This procedure may serve for redesign purposes on a first approximation level; however, a rerun of the modified FE model incorporating all the design changes is the best way to check that the desired lowering or redistribution of stress levels has been achieved.

C. R. Ortloff



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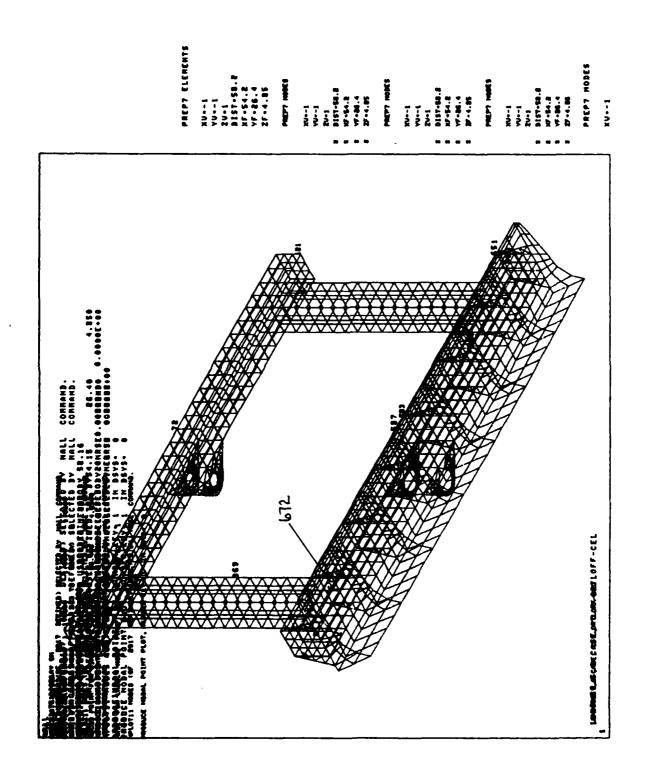
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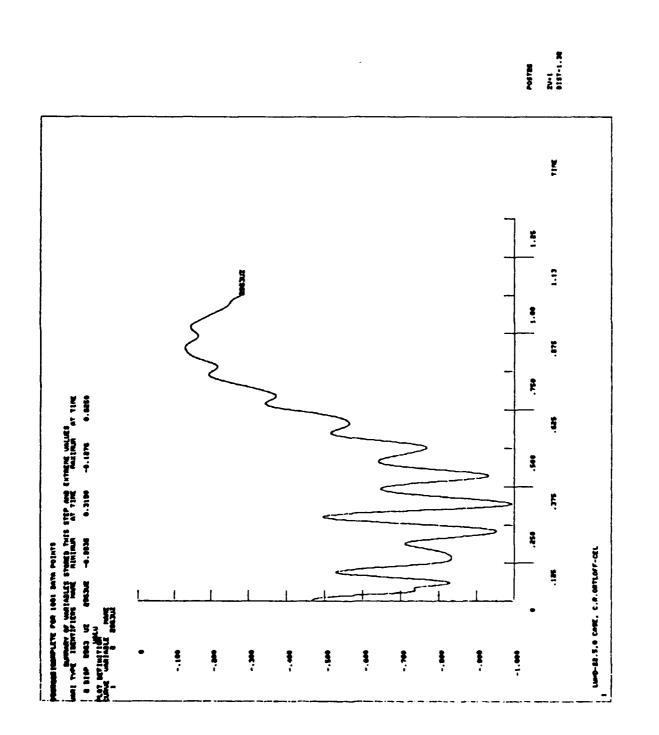
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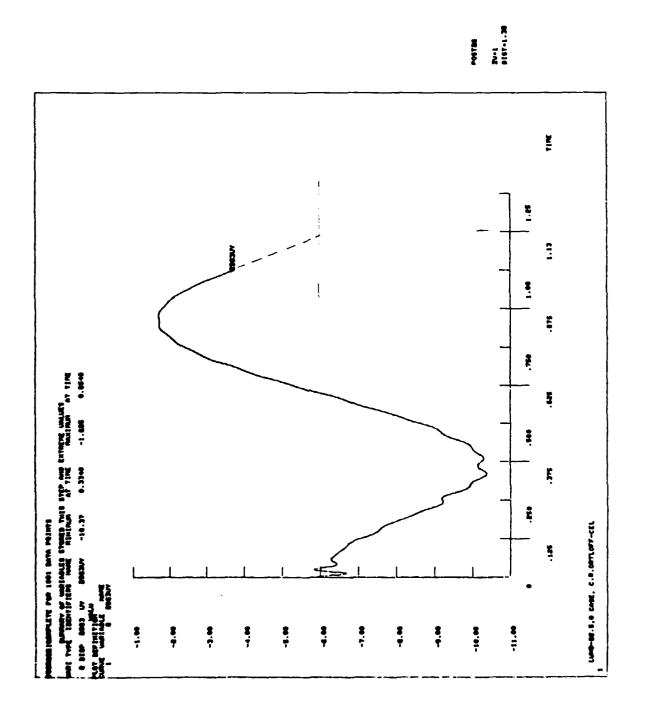
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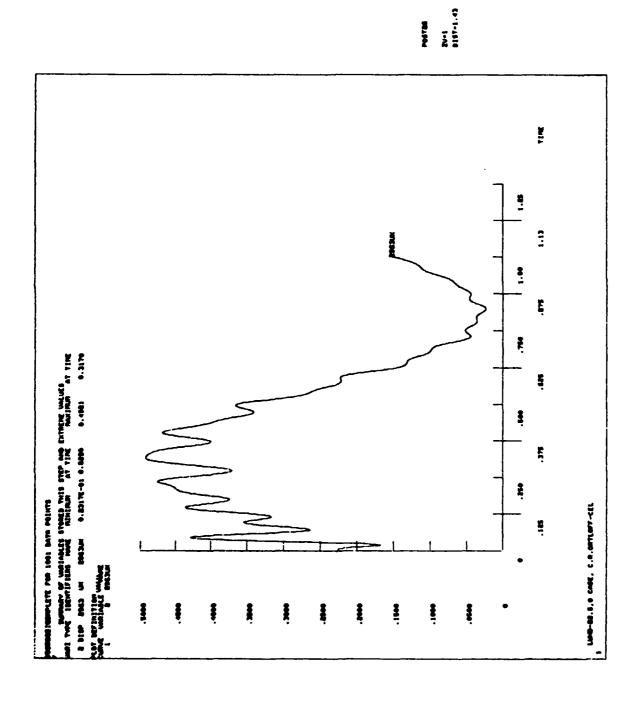
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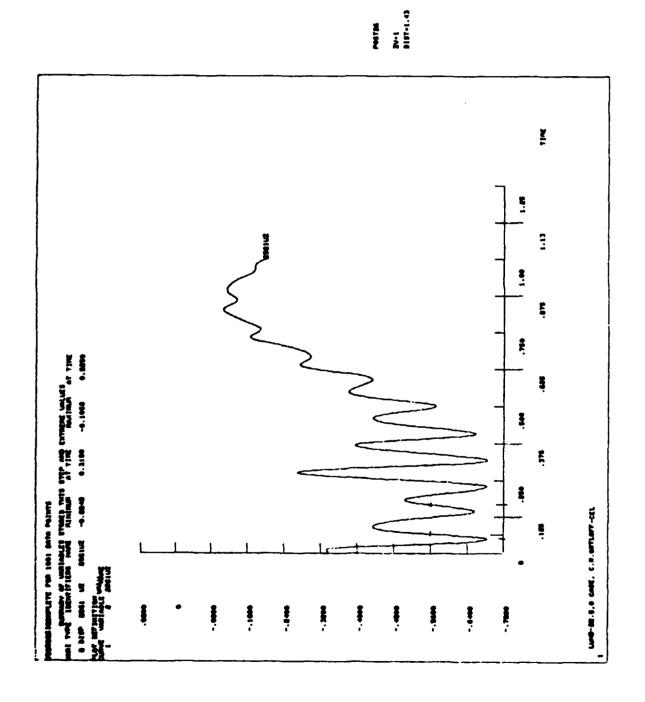
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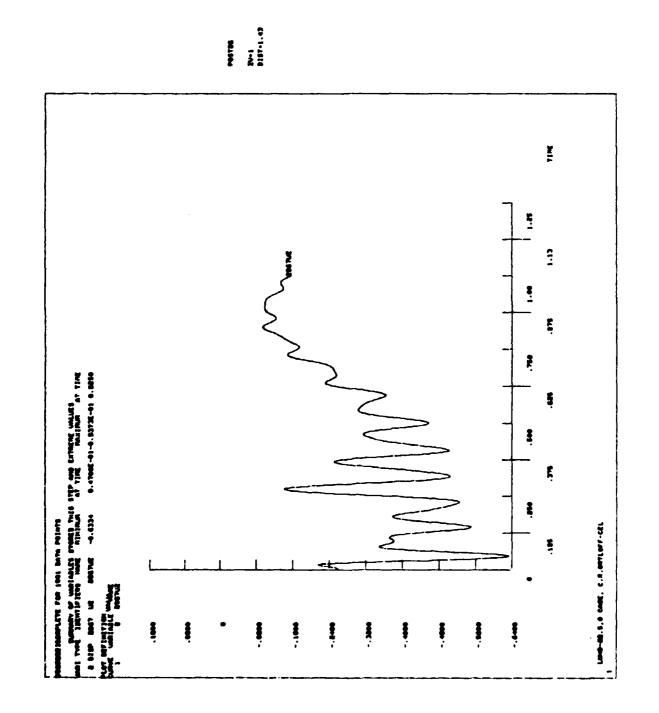
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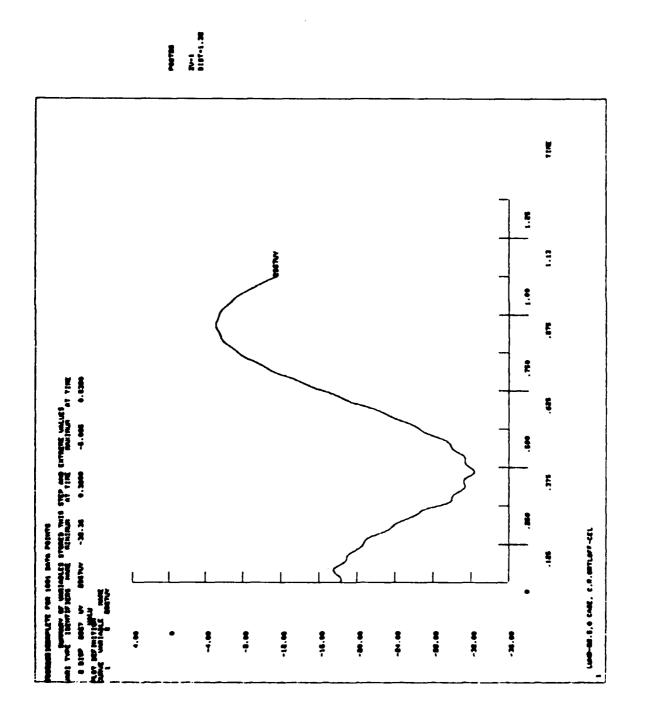


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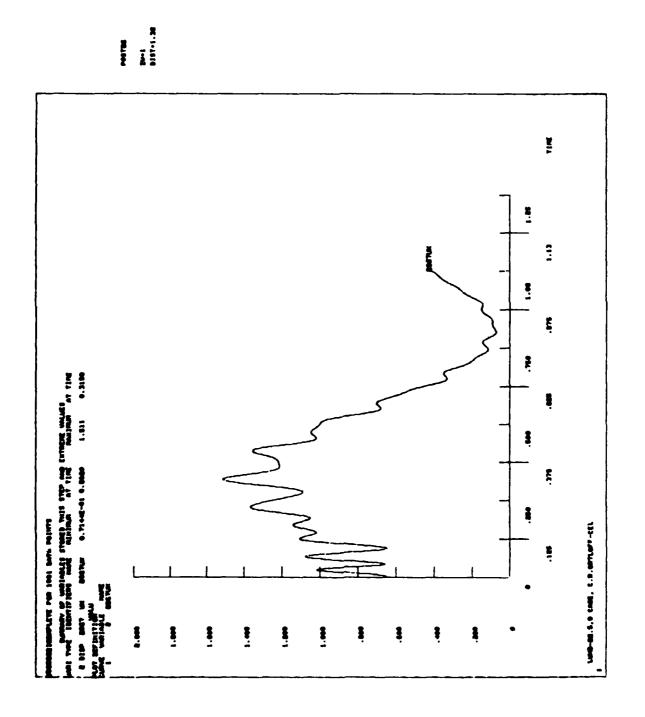


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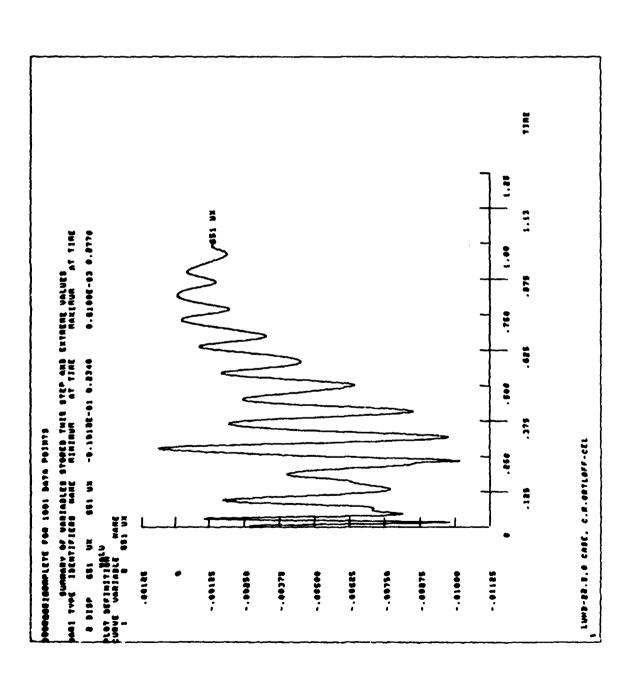
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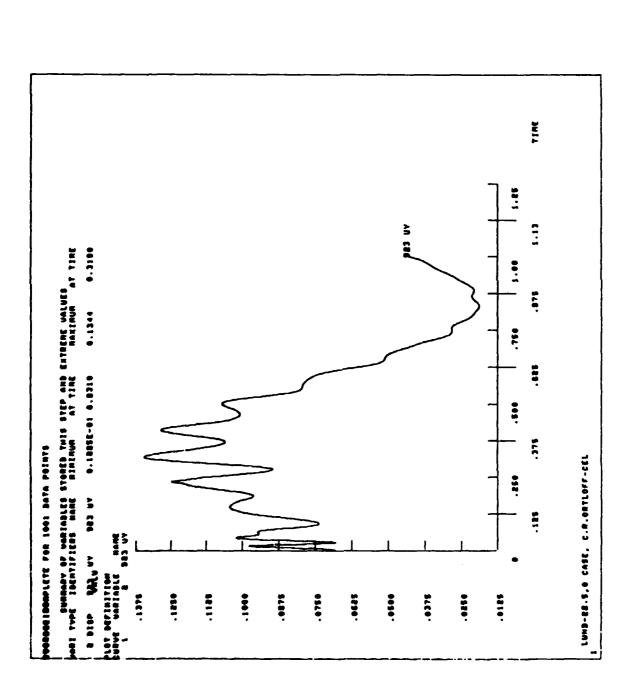
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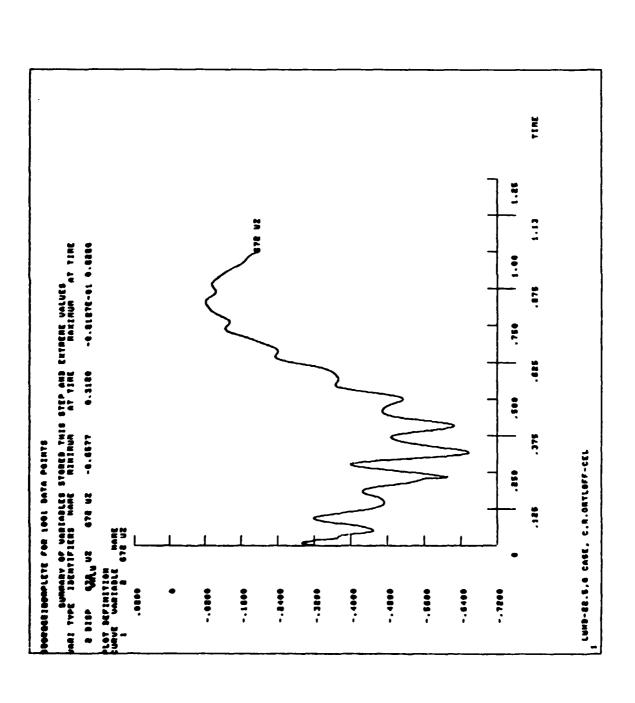
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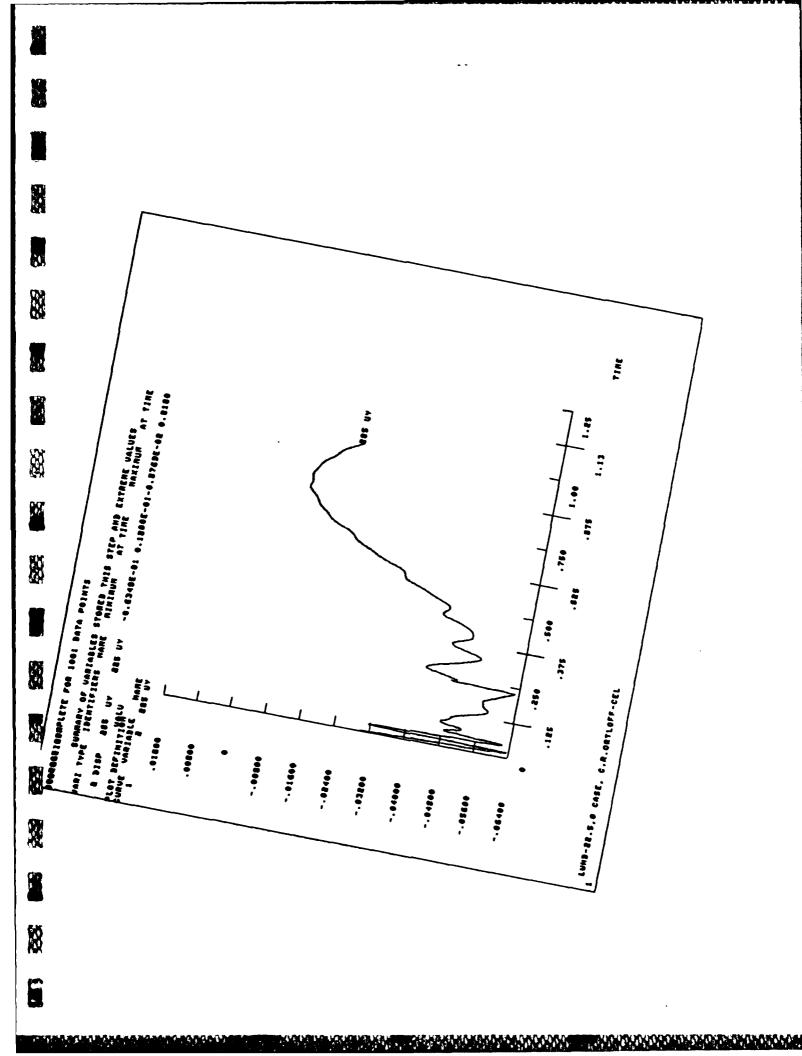
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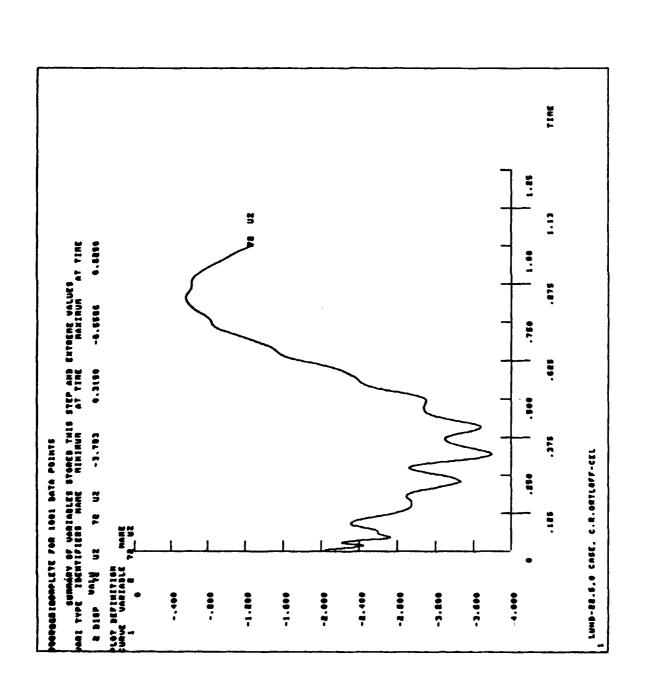
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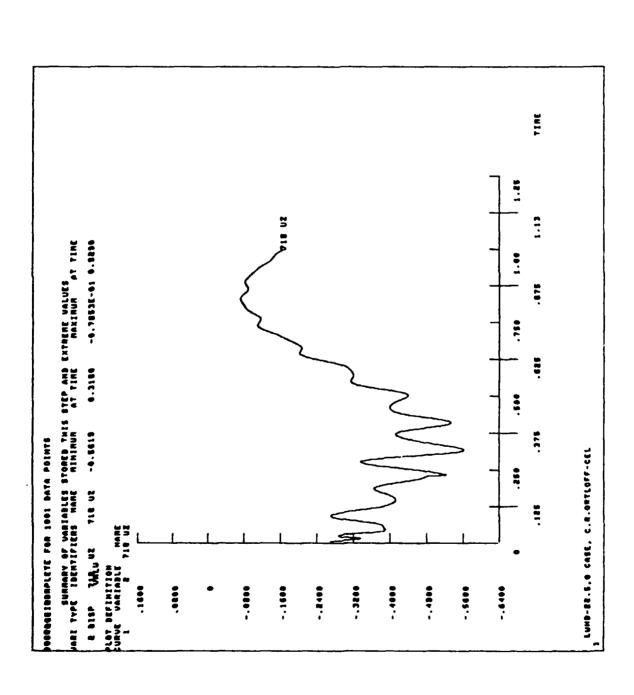
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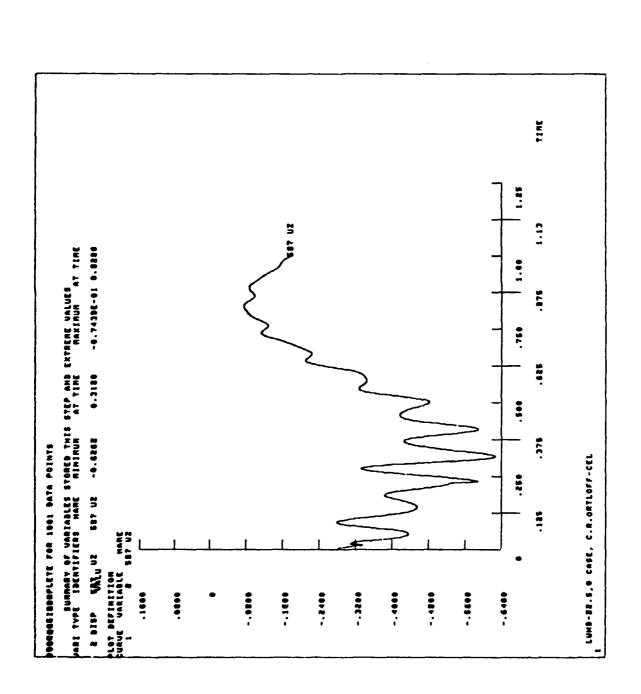


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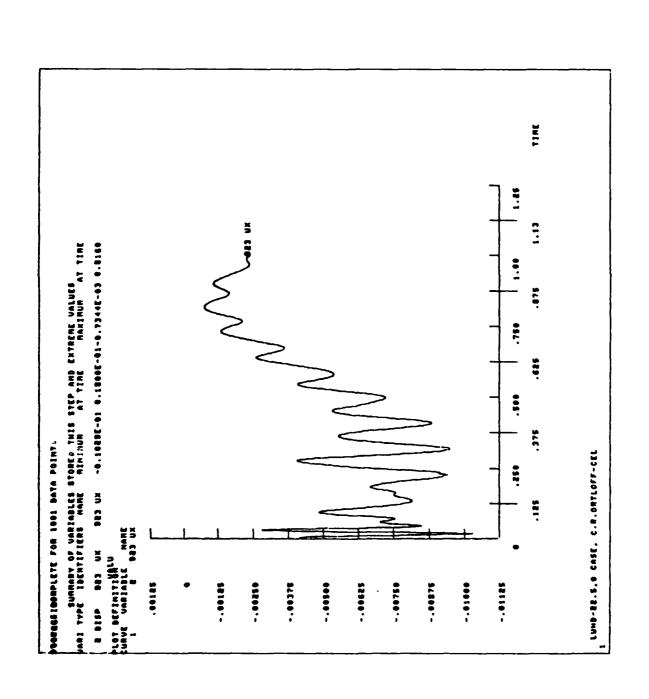
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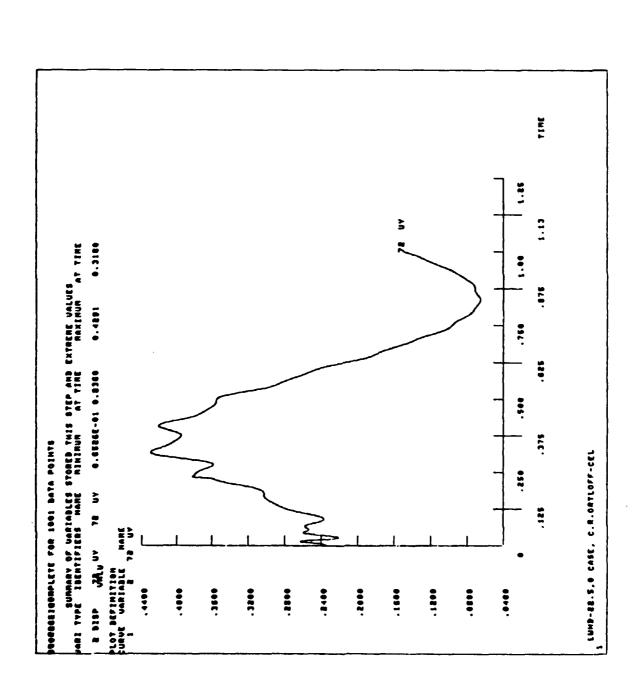
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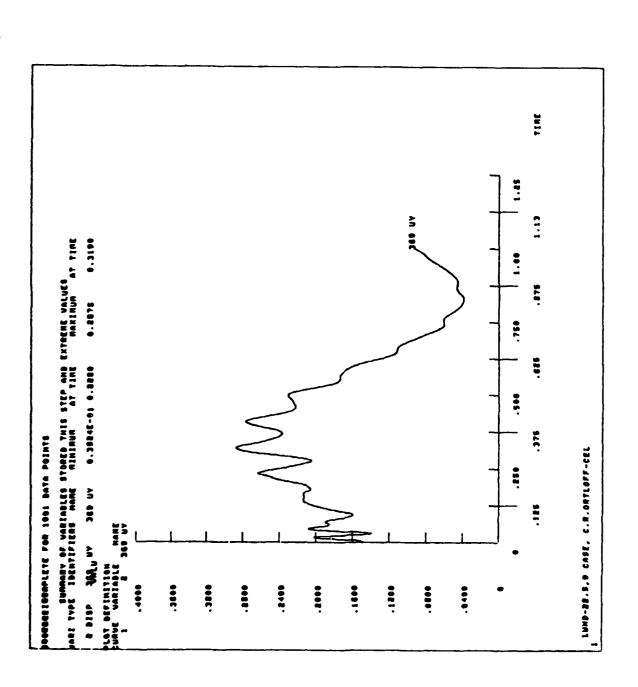
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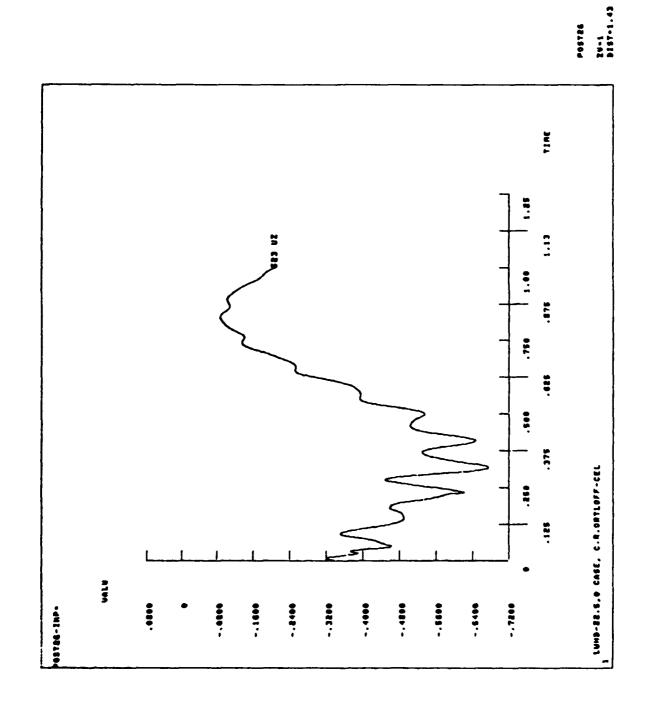
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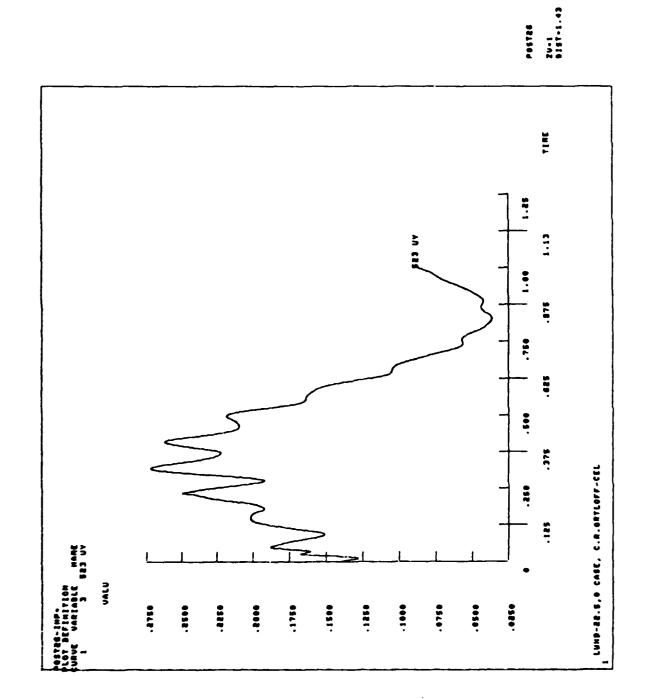
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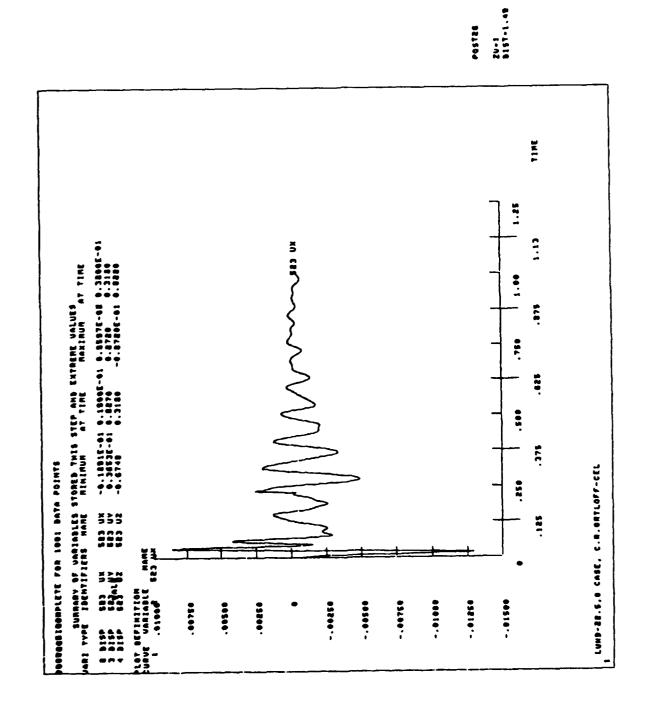
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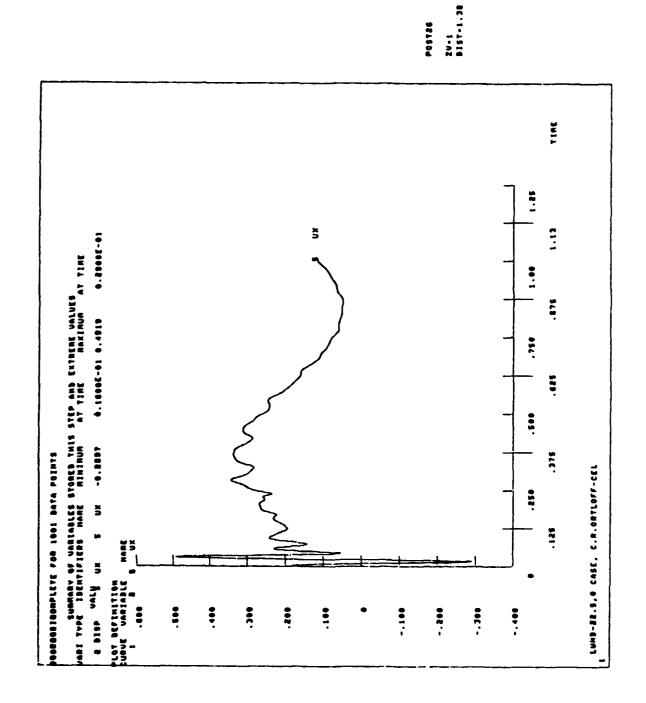
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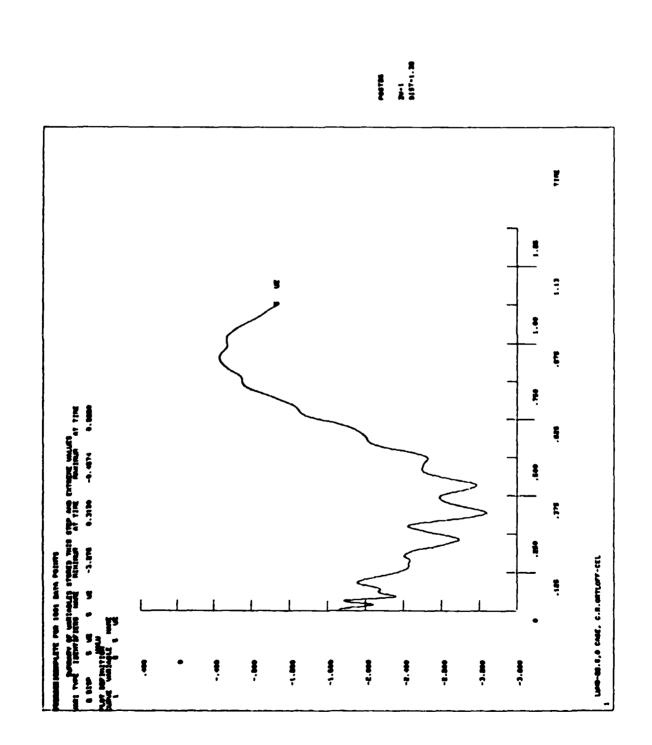
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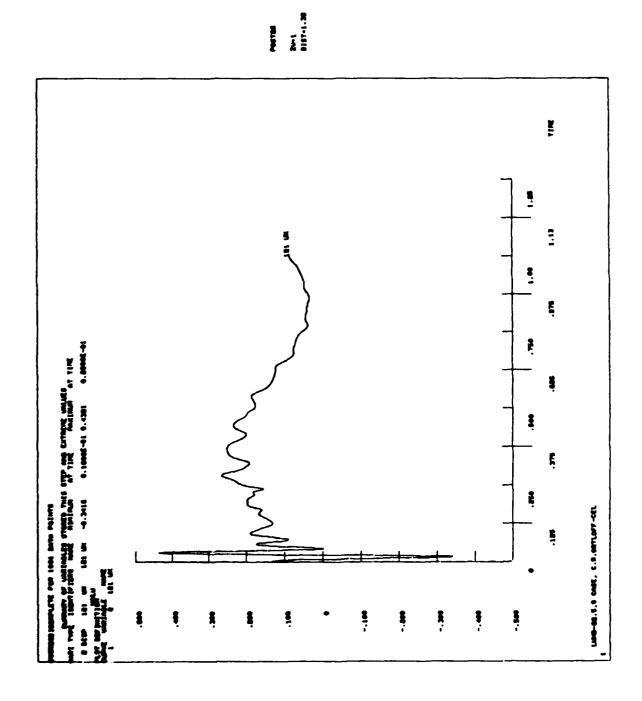
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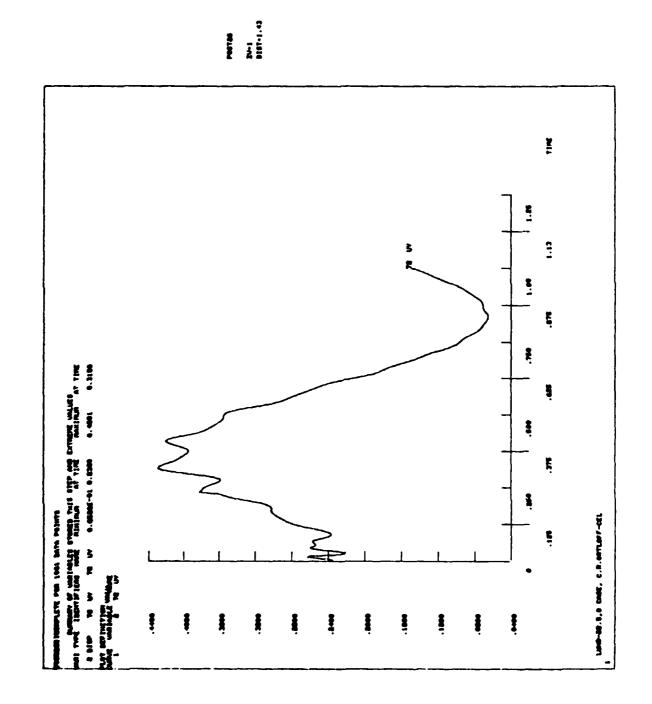
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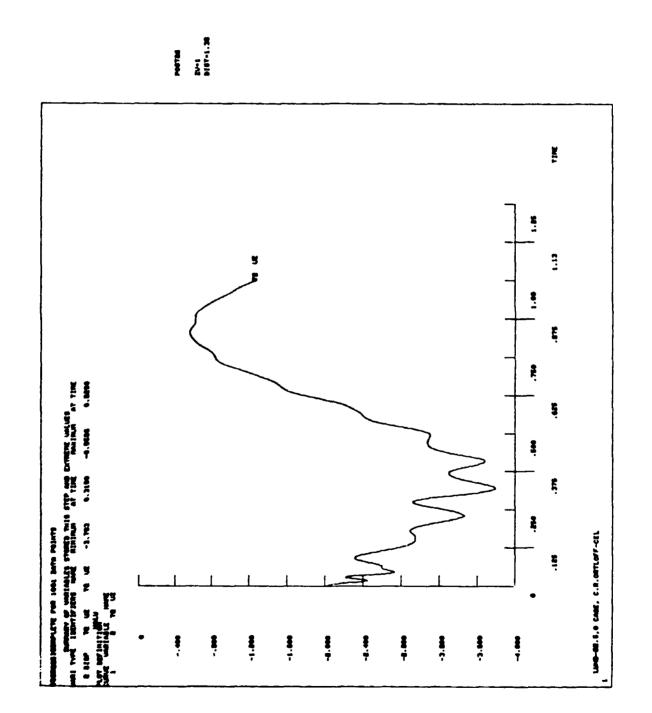
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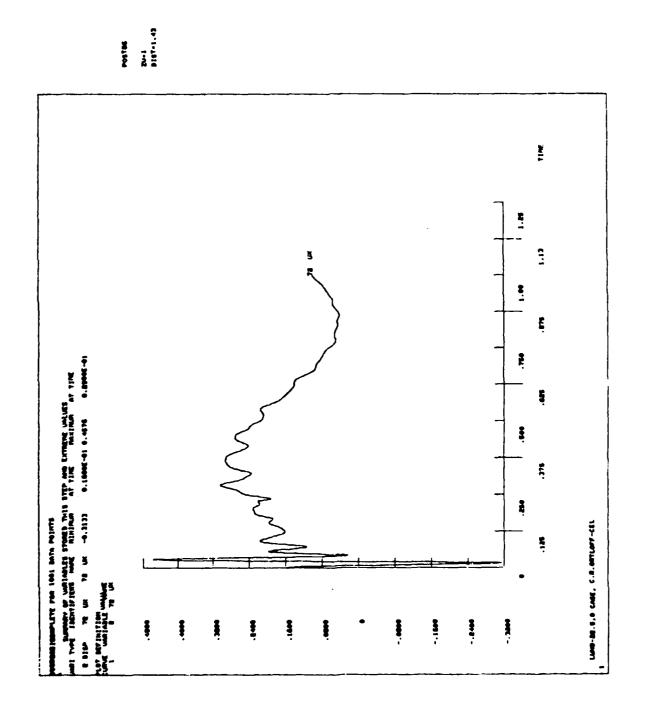
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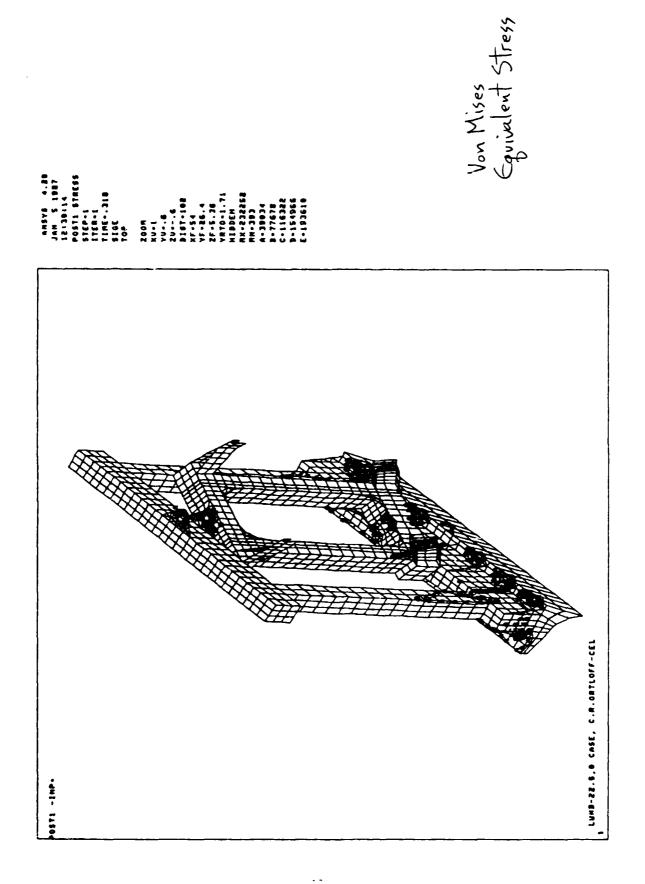
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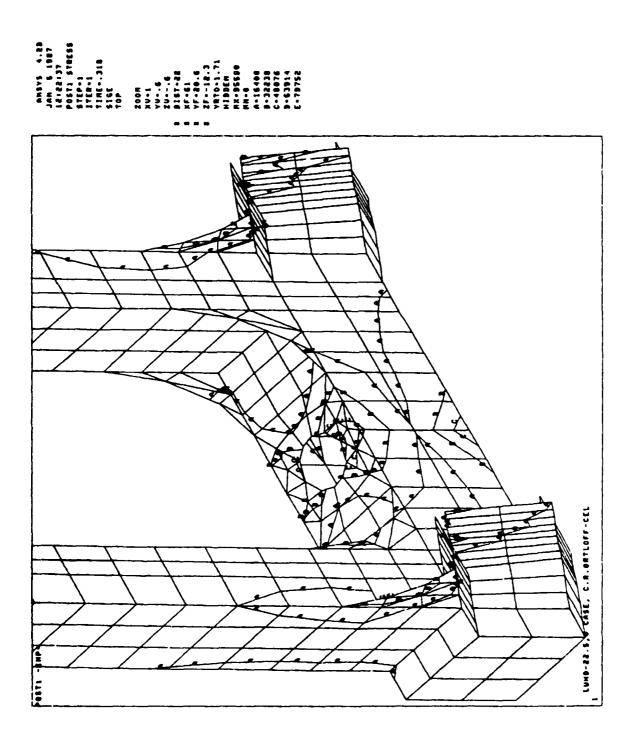
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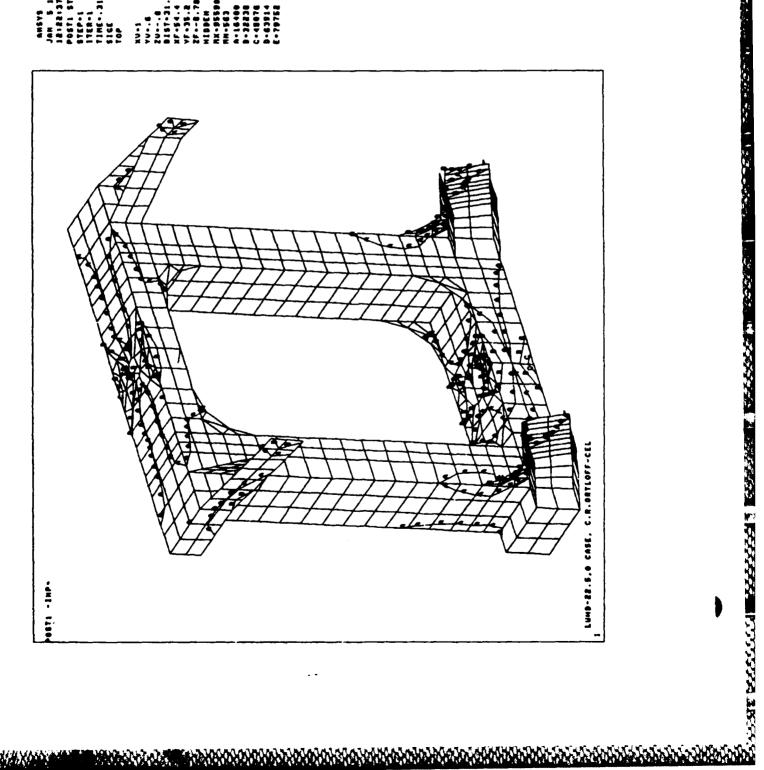
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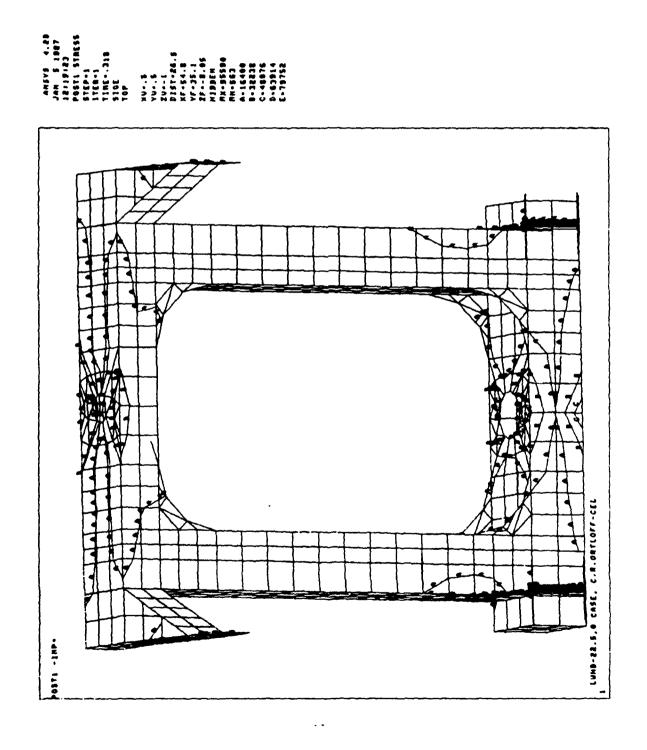
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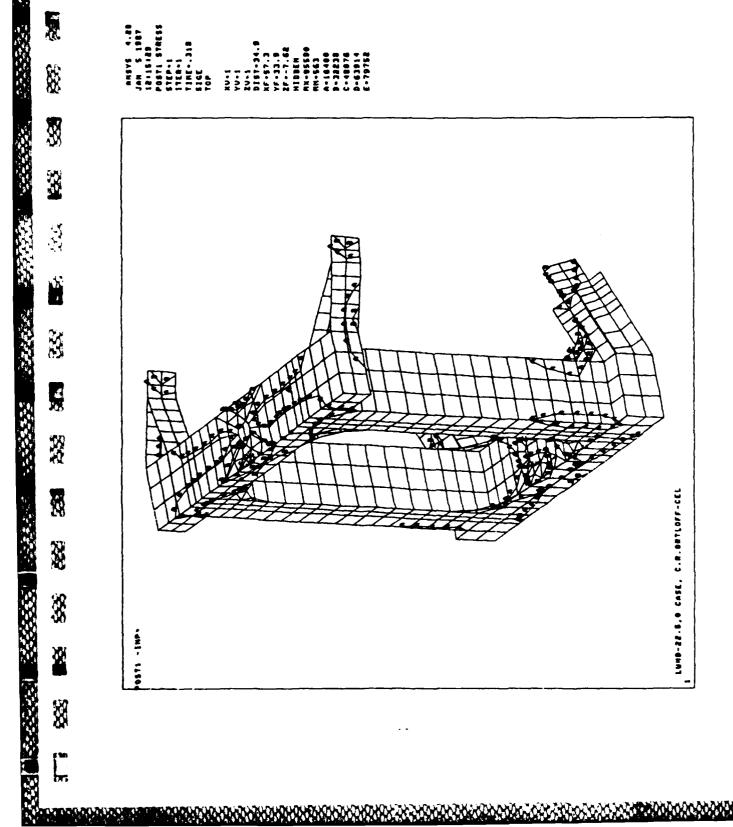
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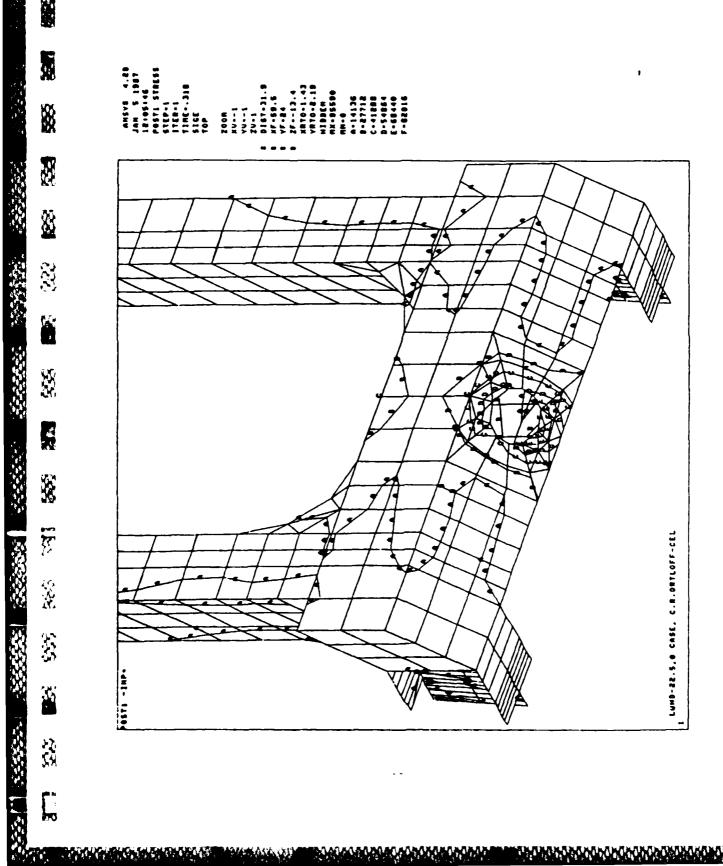
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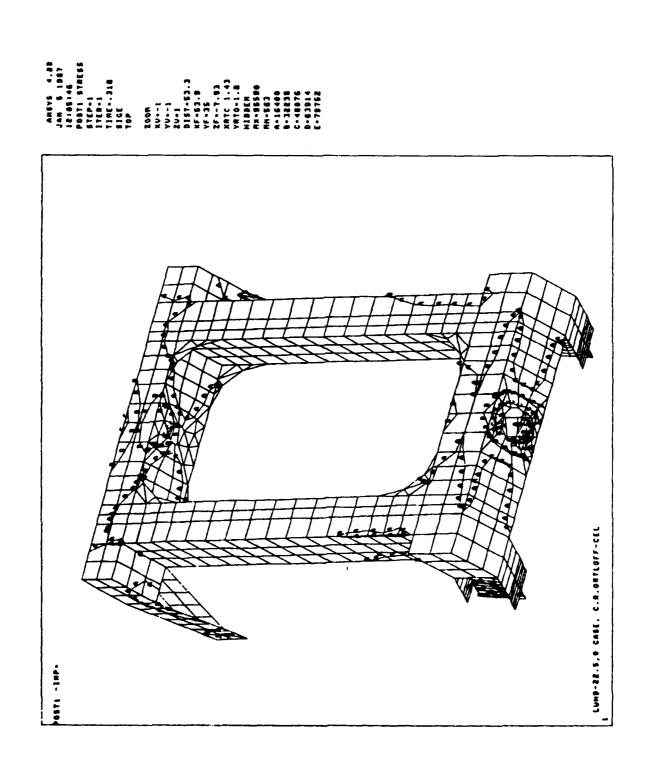
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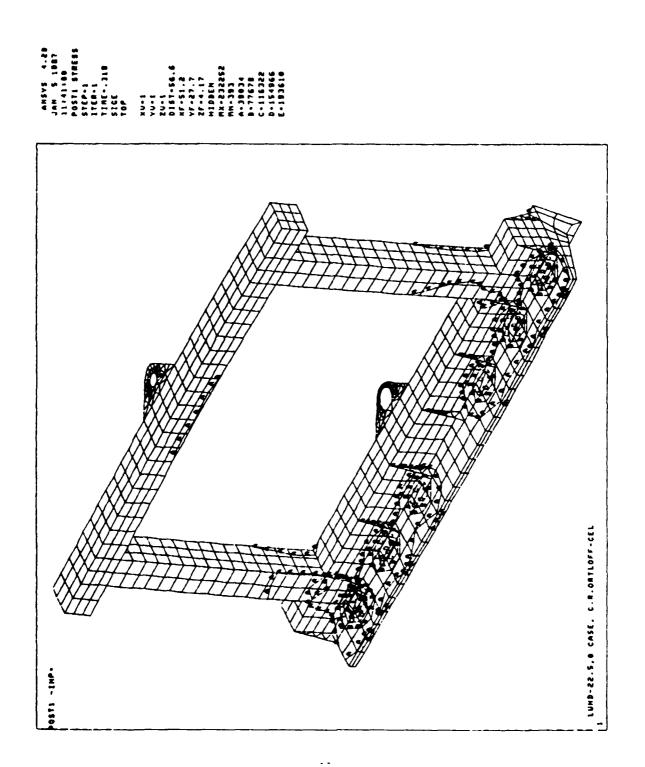
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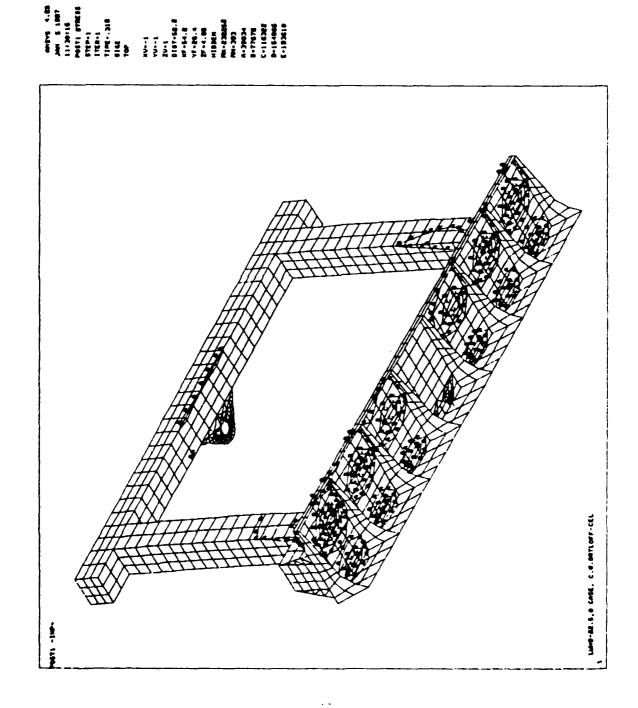
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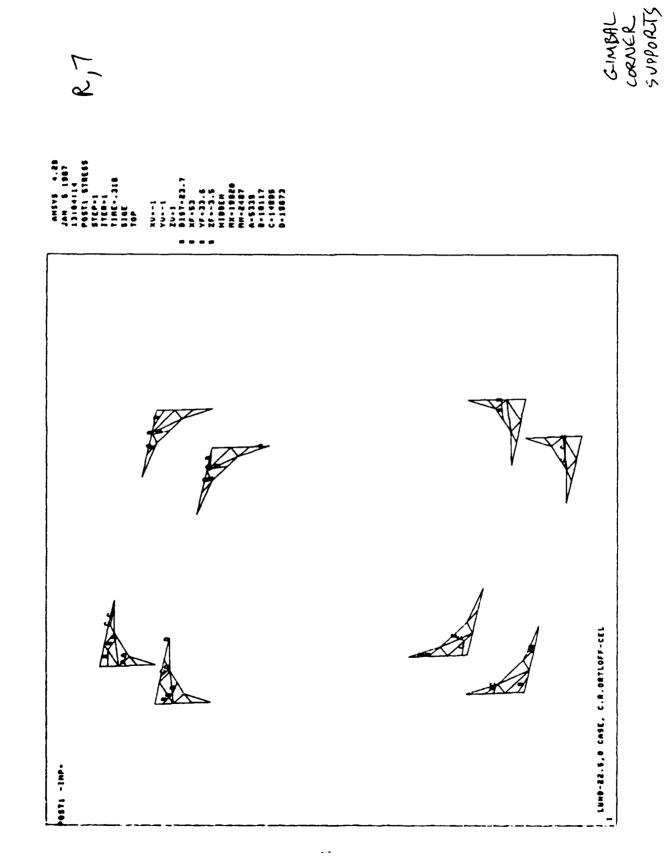
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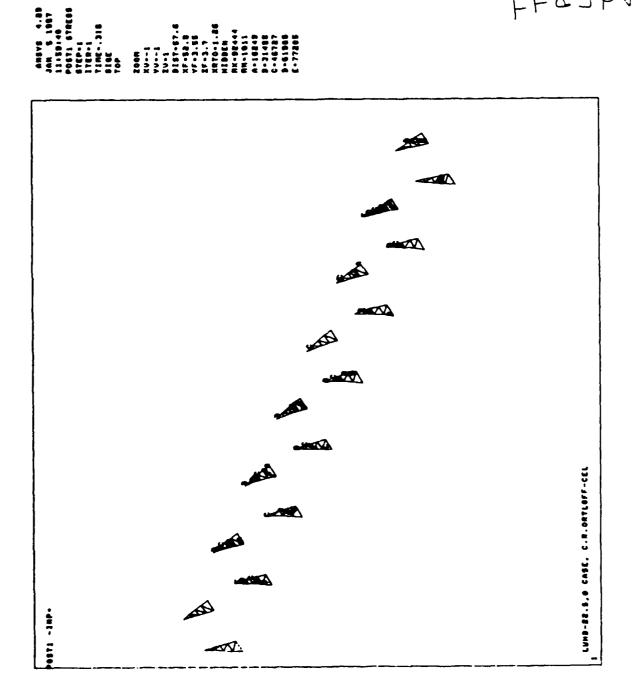
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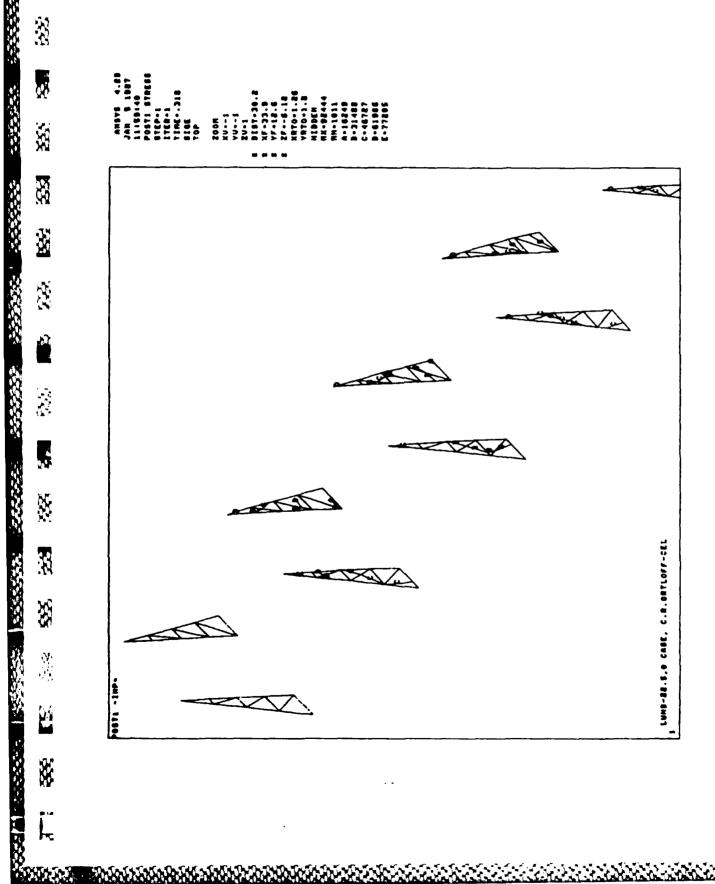
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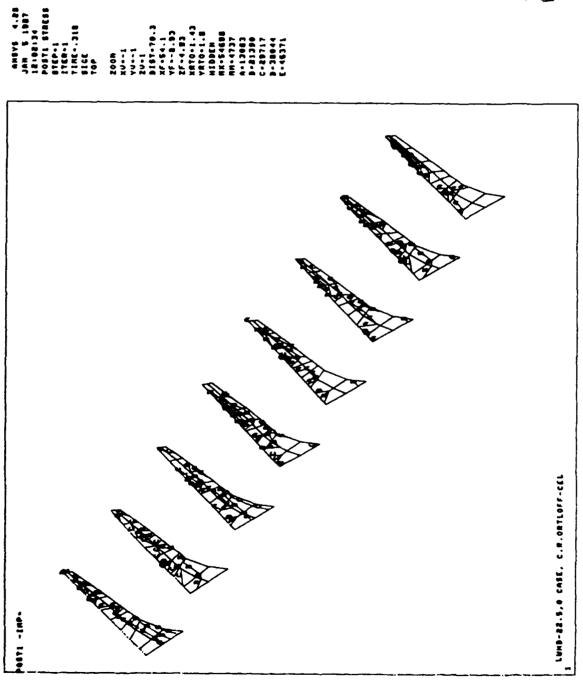
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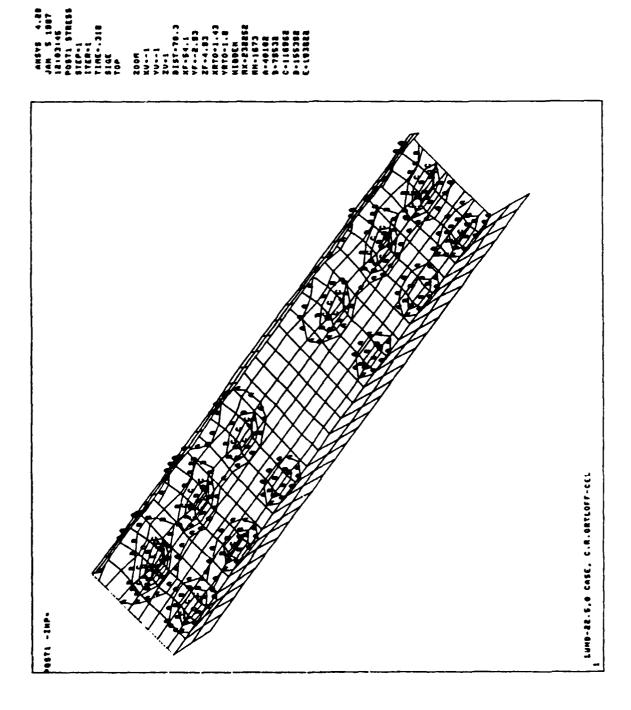
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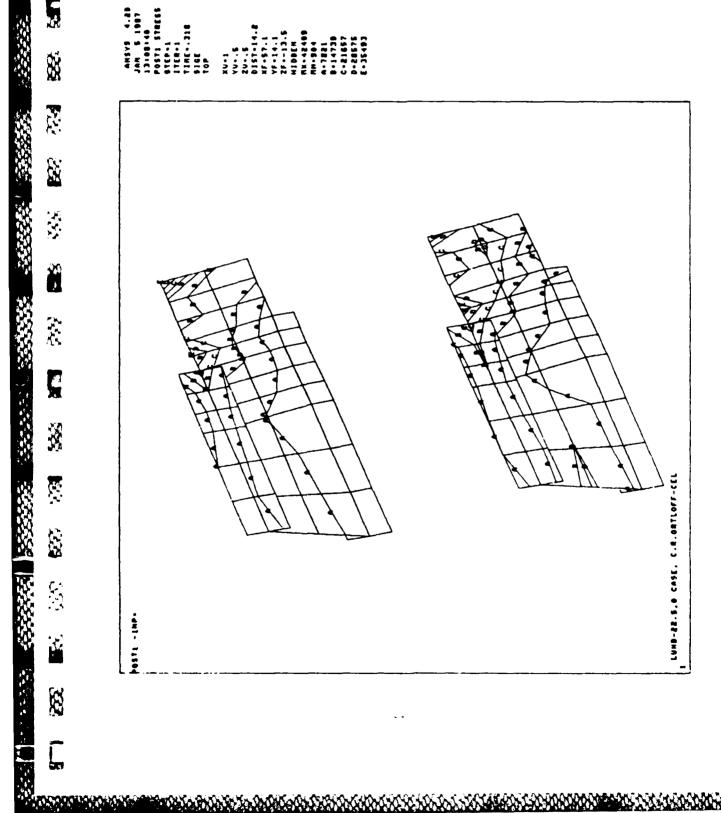
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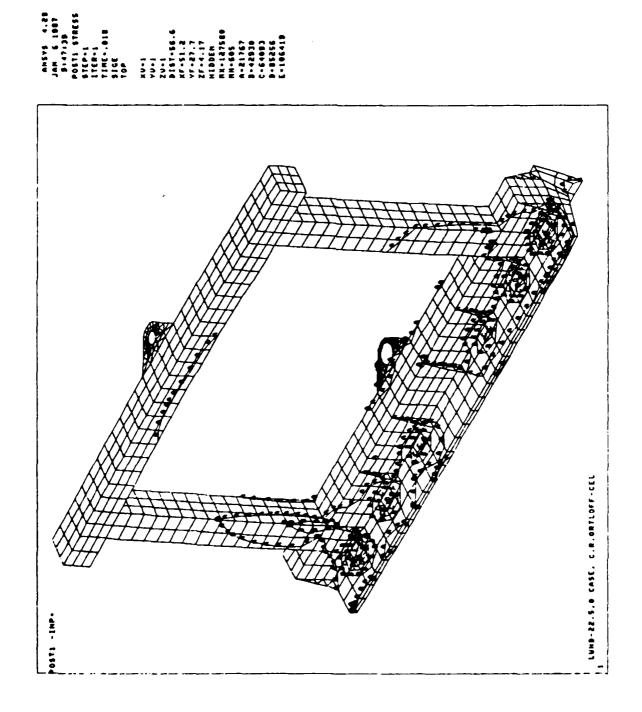
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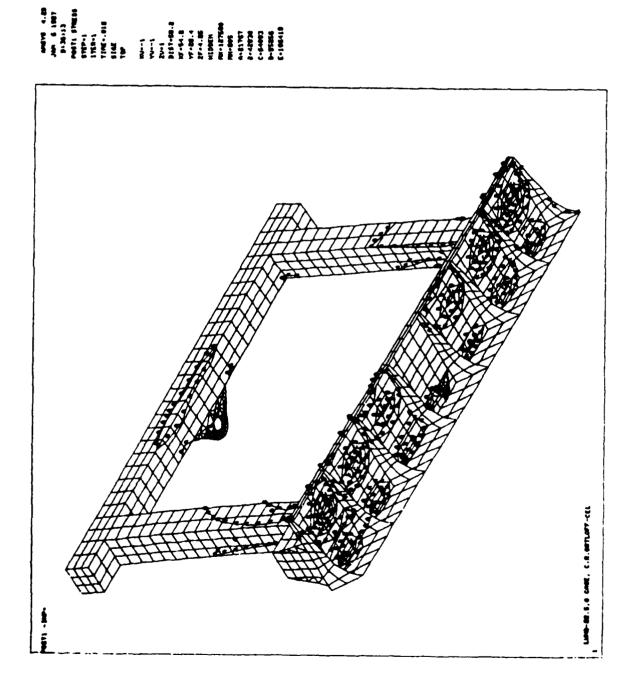
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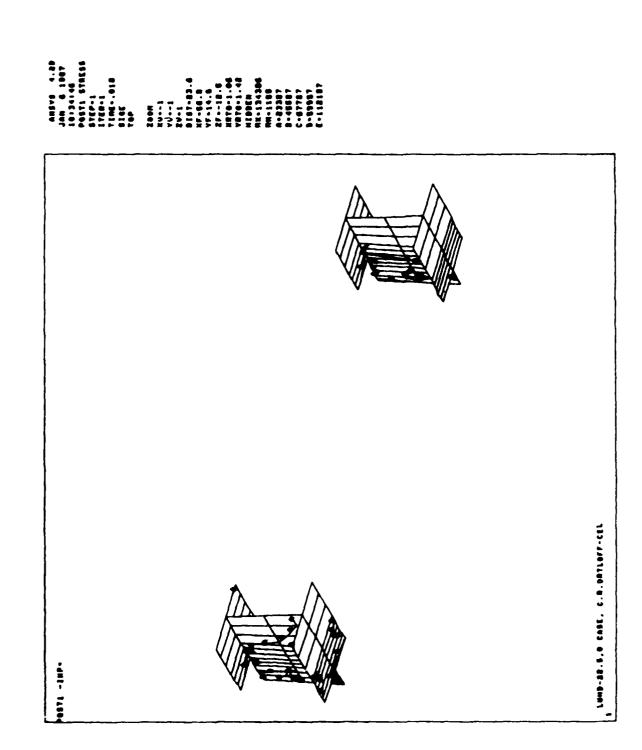
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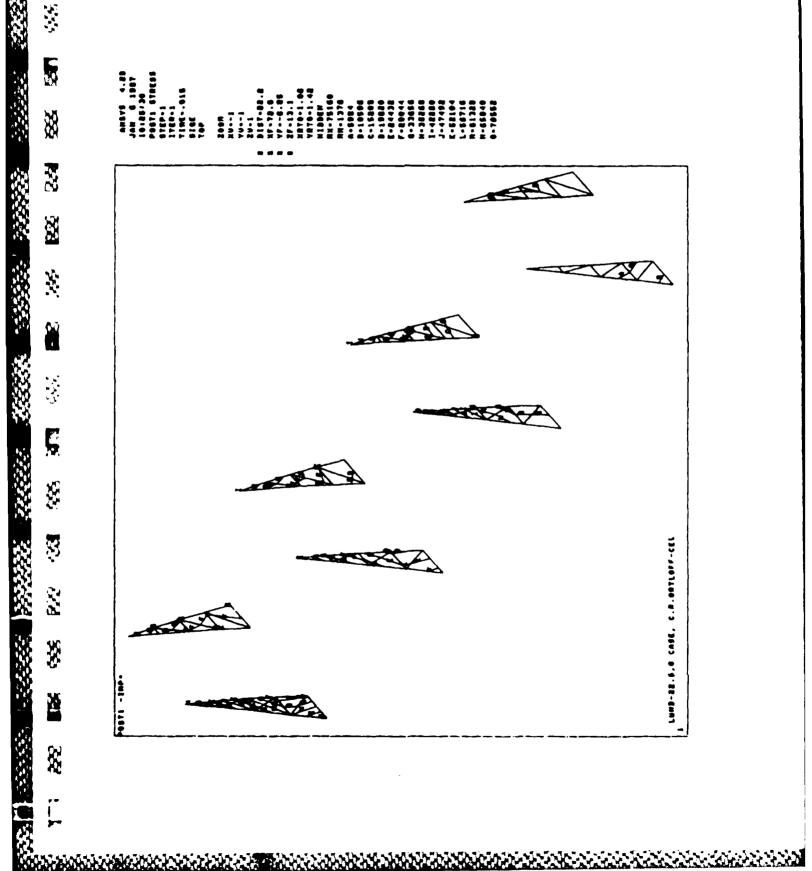
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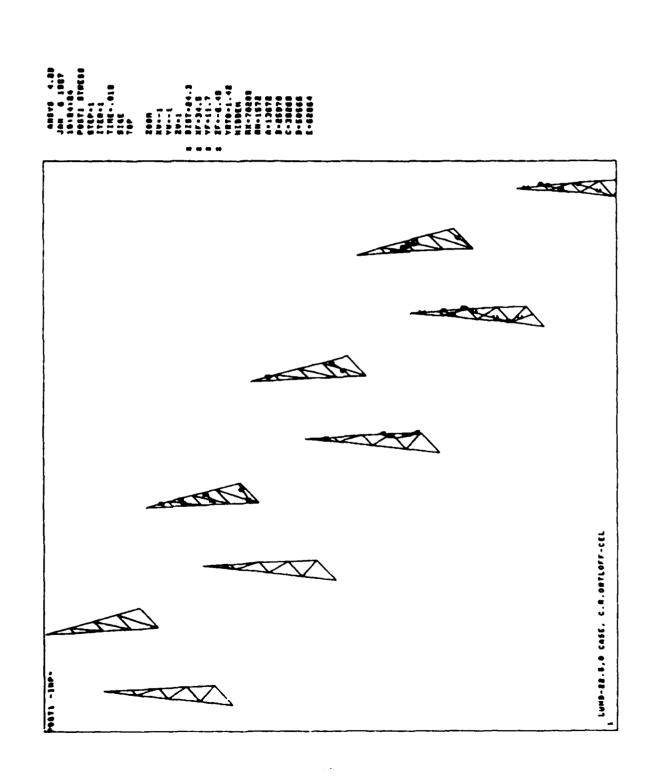
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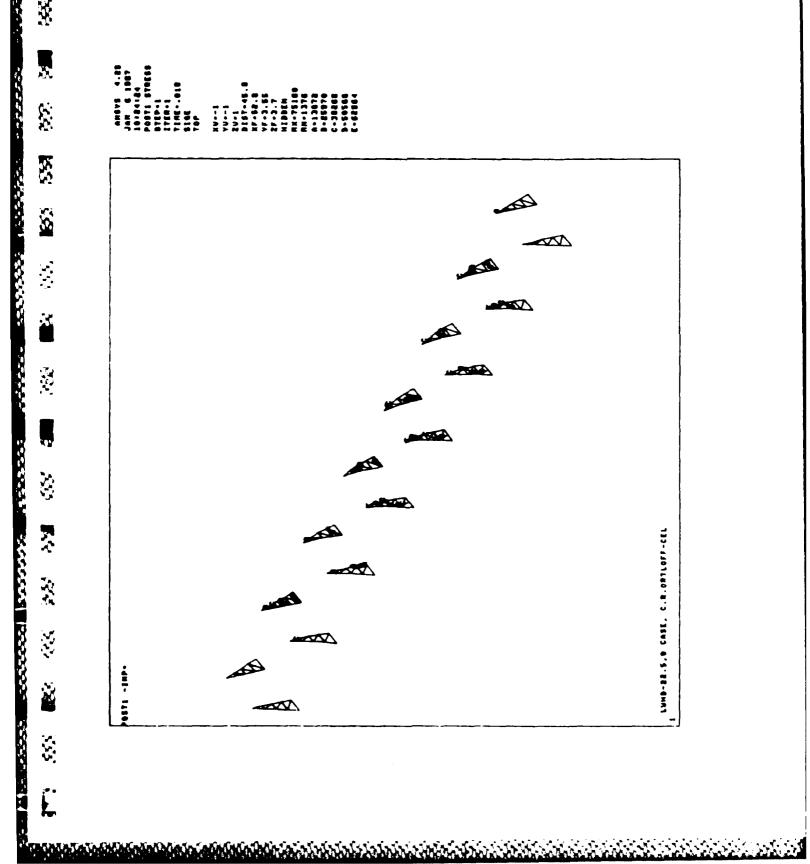
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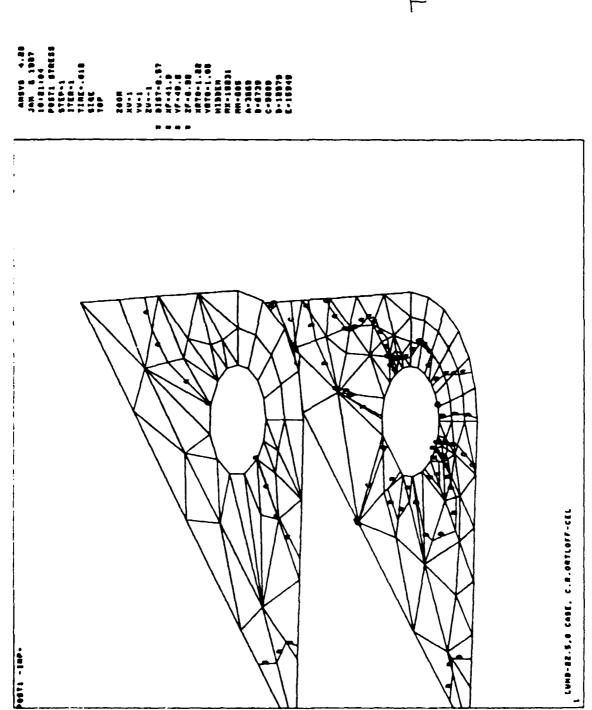
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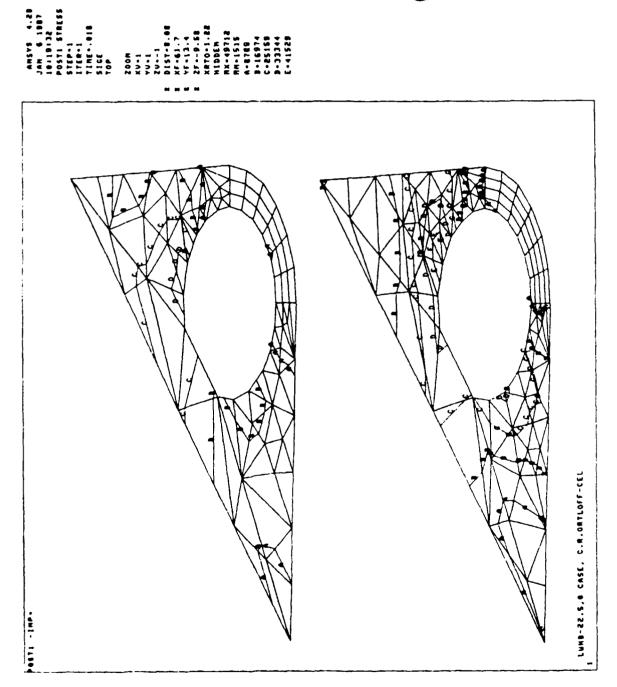
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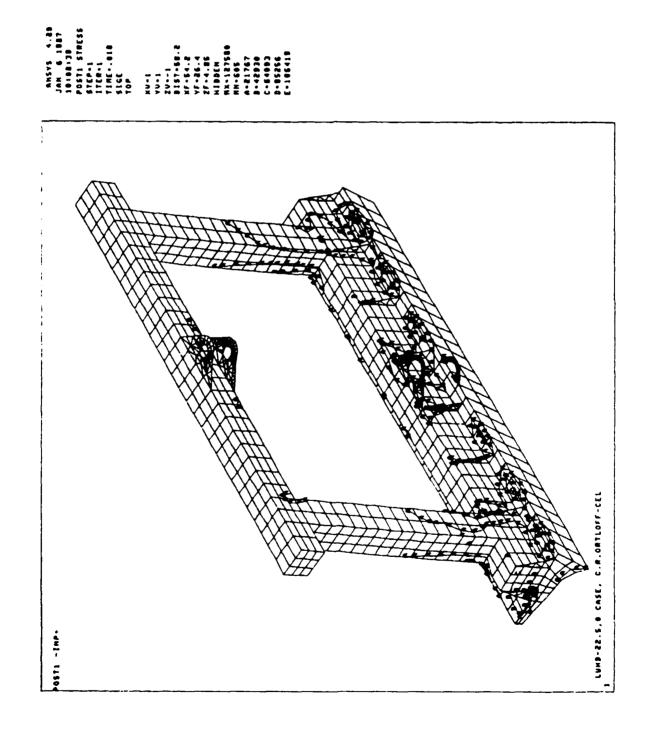
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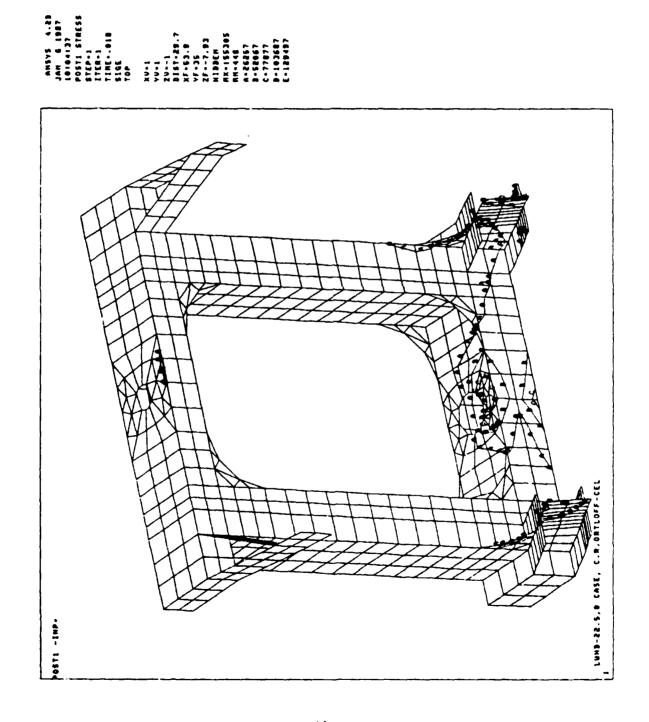
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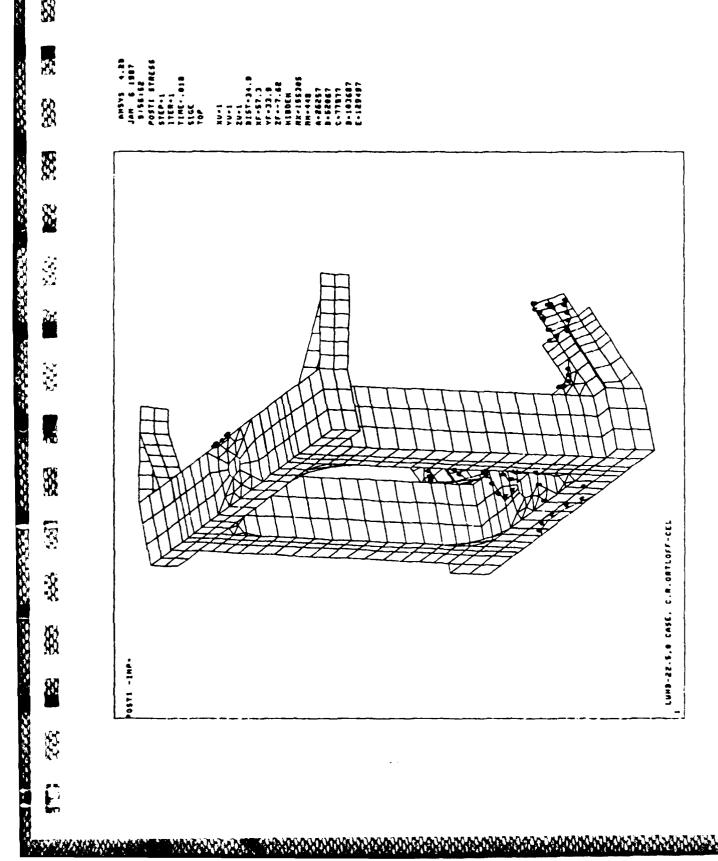
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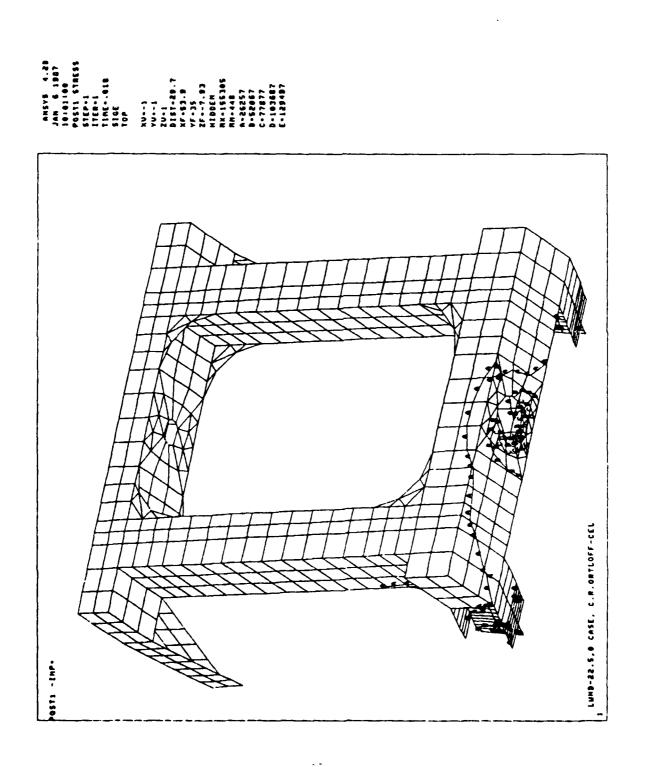
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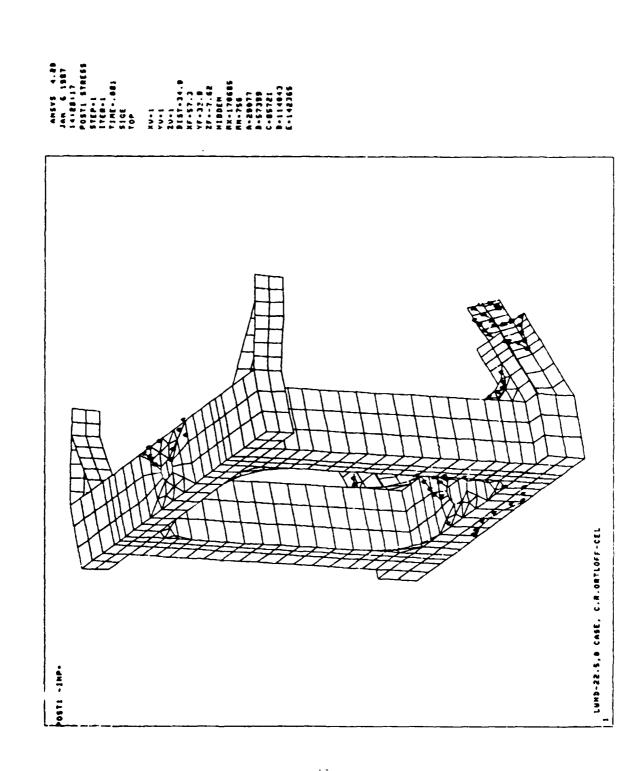
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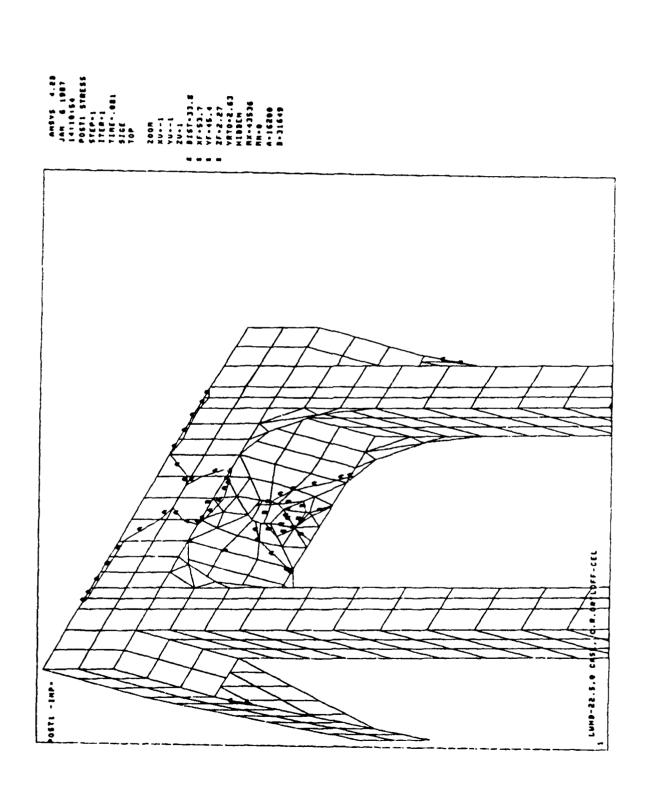
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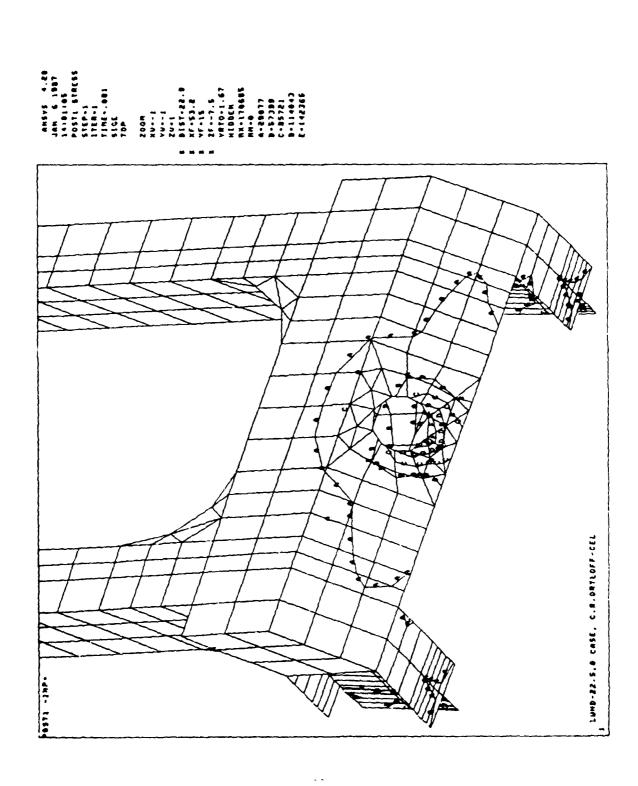
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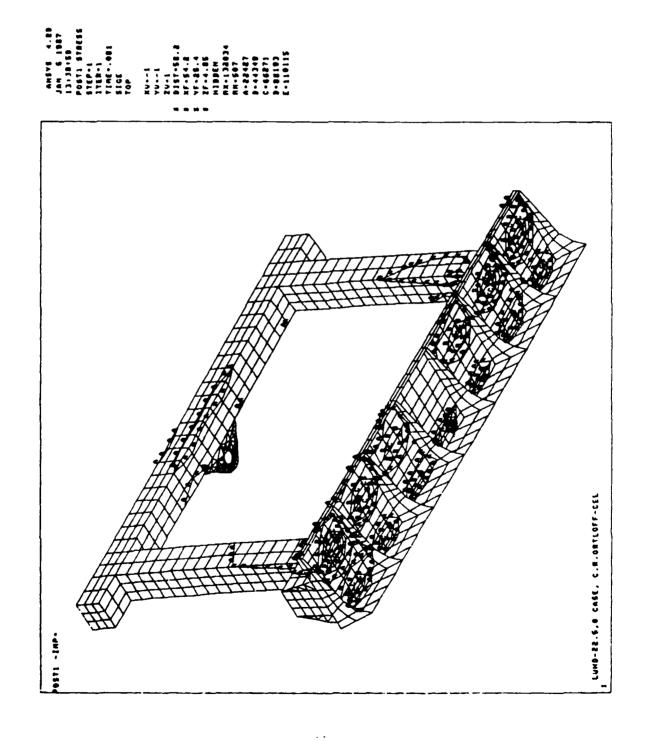
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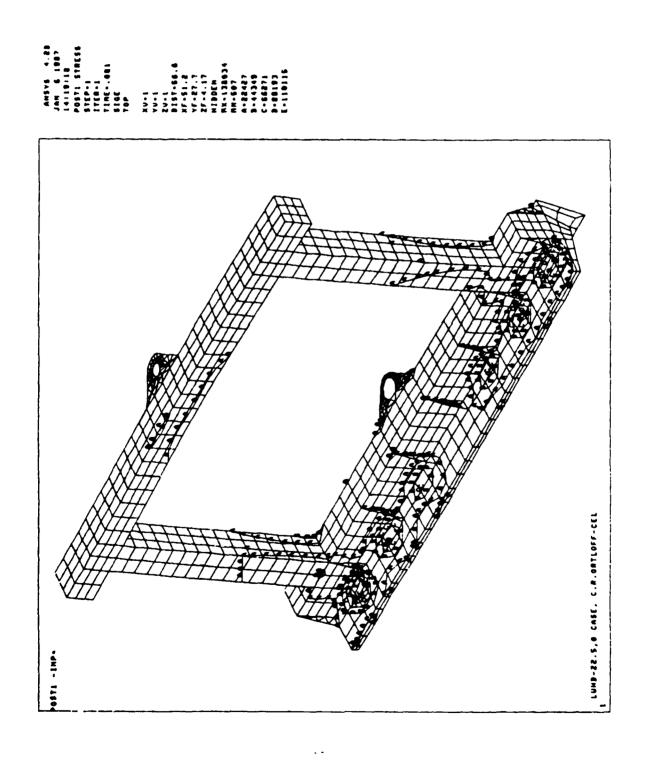
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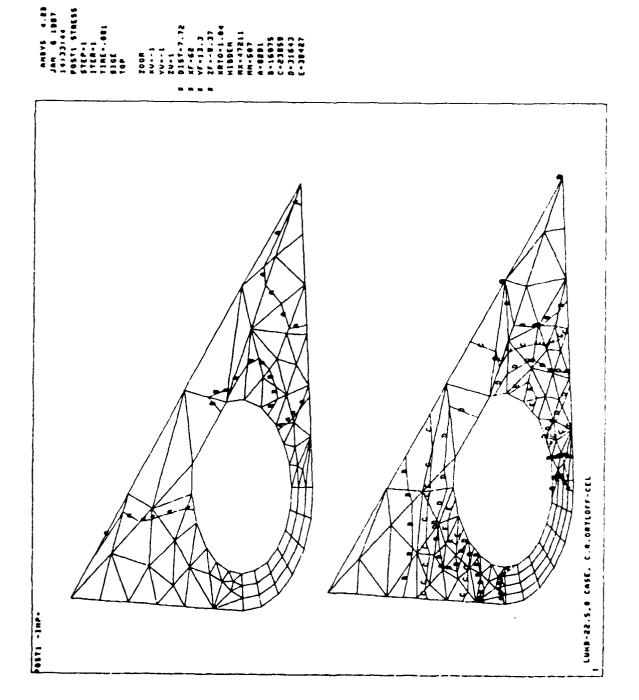
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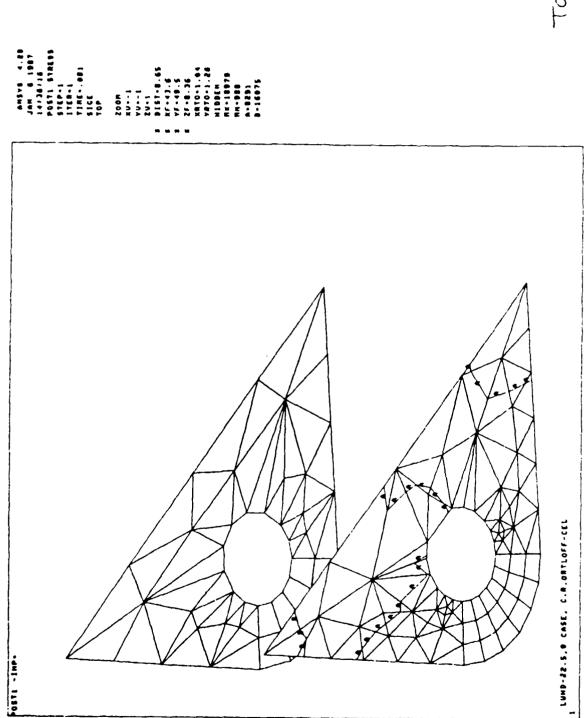
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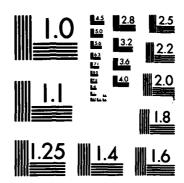
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